Winchester Boulevard and Santana Row/Valley Fair Urban Villages

Winchester Advisory Group Meeting #19

January 25, 2017

6:30 pm

Urban Village Plans Contents

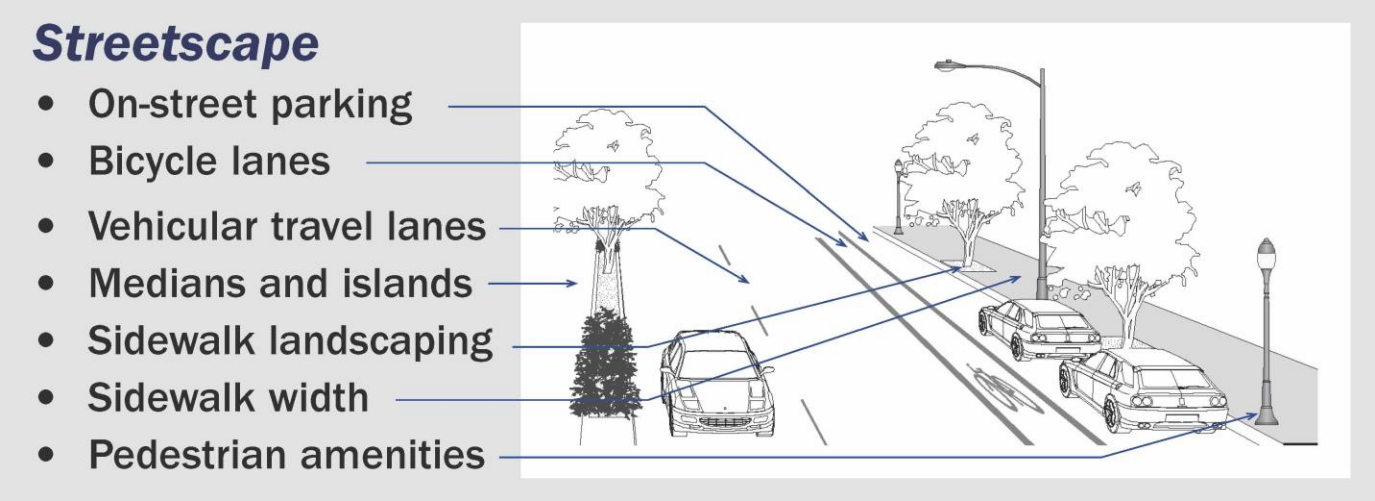
- **Big Ideas**
- **Land Use**
- **Urban Design Framework**
- **Circulation and Streetscape**
- **Parks, Plazas and Placemaking**
- **Finance/Implementation**

Tonight's Discussion

- **Big Ideas**
- **Land Use**
- **Urban Design Framework - Draft Chapter**
- **Circulation and Streetscape - Draft Chapter**
- **Parks, Plazas and Placemaking**
- **Finance/Implementation**

Tonight's Discussion

- **Circulation and Streetscape**
  - ***Circulation Networks***
    - **Bike and Pedestrian**
    - **Vehicular, Traffic Management, and Technology**
    - **Transit**
  - ***Streetscape Plan***

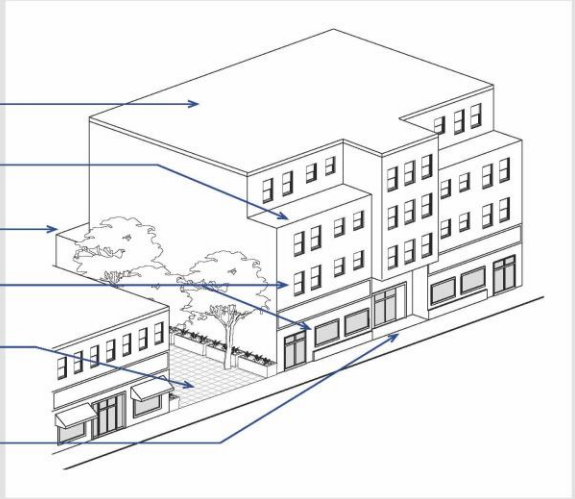


Tonight's Discussion

- **Urban Design Framework**
  - ***Urban Design framework***
  - ***Building heights***
  - ***Site design***
  - ***Building design***
  - ***Parking, loading and access***

Building Design

- Height
- Upper-story step-backs
- Transitions to adjacent uses
- Mix of land uses
- On-site pedestrian connectivity and open space
- Setback from the sidewalk



Circulation & Streetscape

Goals

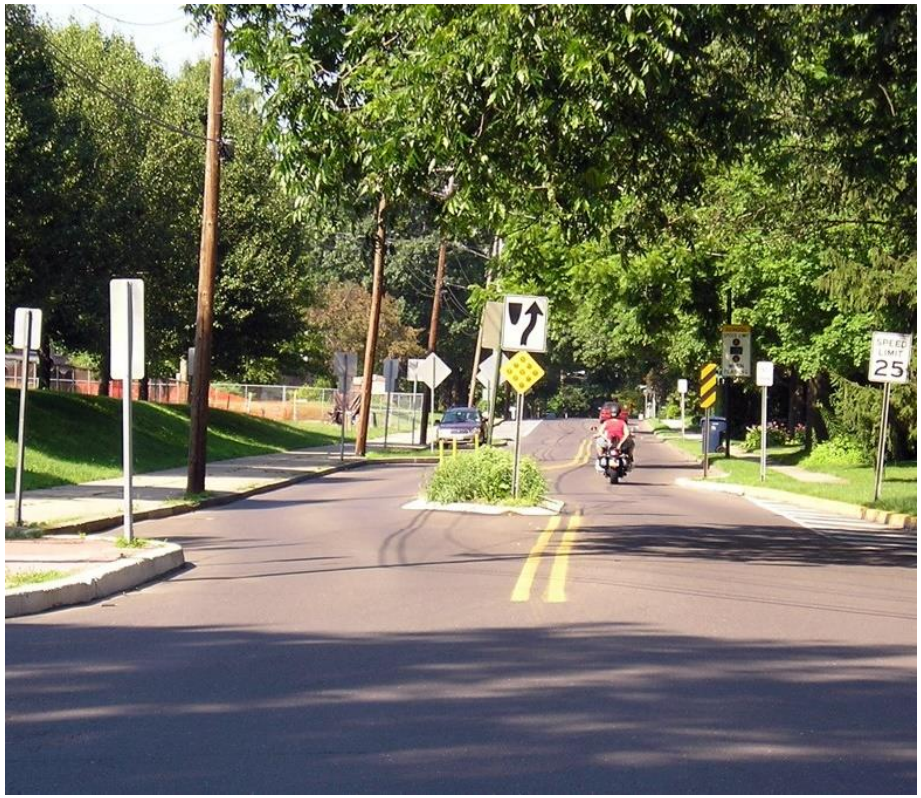
- Improve traffic flow, enhance multimodal connectivity, and reduce neighborhood cut-through traffic.
- Strengthen the quality-of-place and improve quality-of-life with streetscape improvements.
- Implement treatments from the *San Jose Complete Streets Design Guidelines.*

Streetscape Plan

Complete Streets

- More walkable and bikeable
- Transit-friendly
- Automobiles and Trucks - minimize effect on pedestrian environment
- Green Infrastructure
- Placemaking and Public Space Activation

Vehicular Circulation, Traffic Management, and Technology



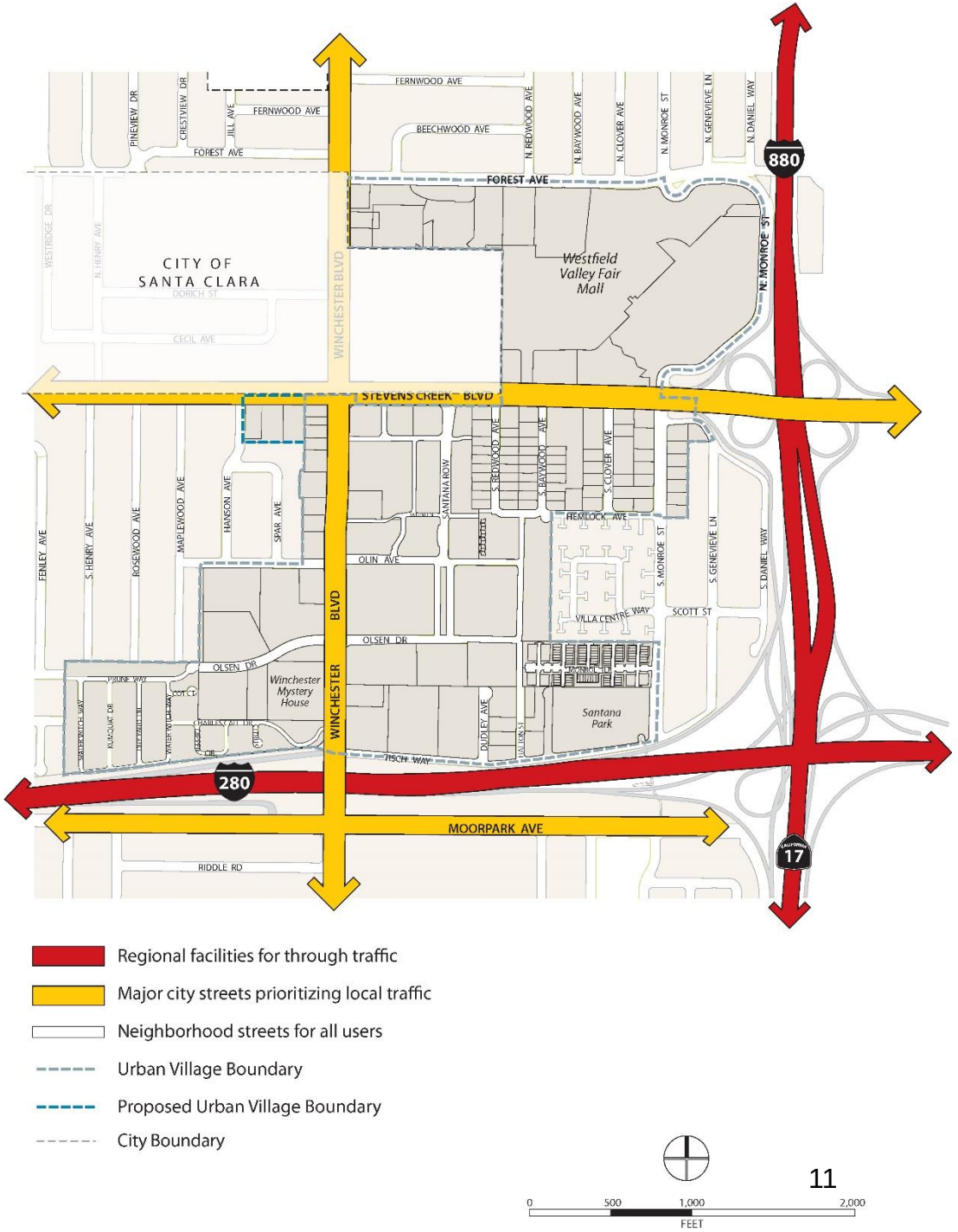
Goals

- Effectively manage traffic along the regional corridor and in the neighborhoods.
- Develop and implement Transportation Demand Management (TDM) strategies.
- Parking management: strategies in supply, demand, and pricing.
- Use technology to improve transportation system operations.

Vehicular Circulation, Traffic Management, and Technology

SR/VF Travel Time Hierarchy

- Reduce cut-through traffic
- Increase cut-through routes travel times
- Traffic calming design features
- Re-routing design



Vehicular Circulation, Traffic Management, and Technology

Winchester Blvd Travel Time Hierarchy

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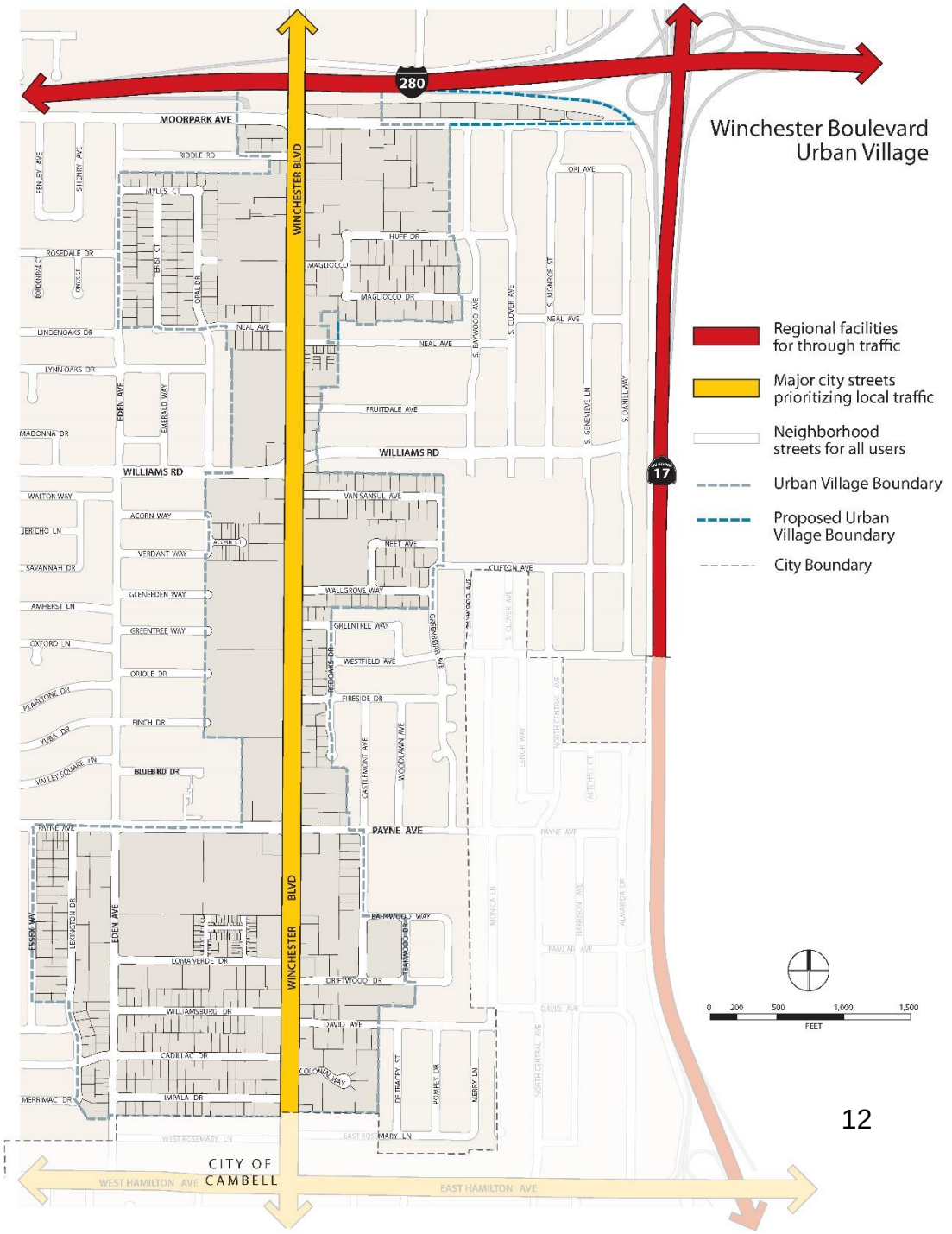
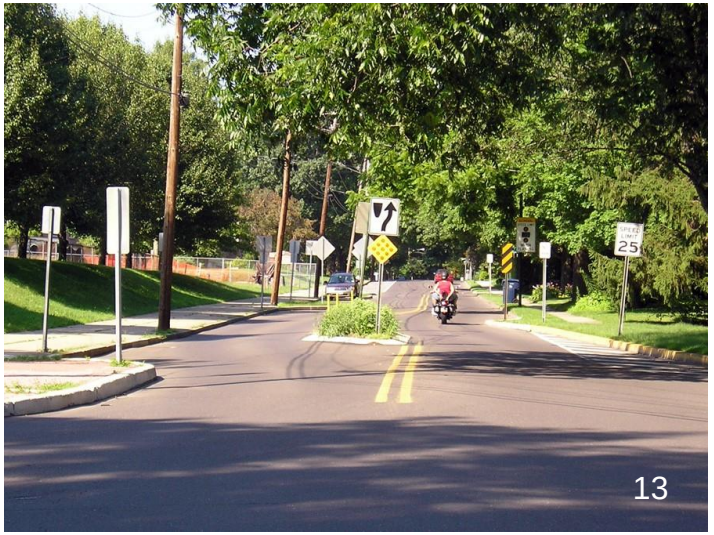


Traffic Calming

- Enhance safety in neighborhoods, encourage non-automobile forms of travel in the area, slow down traffic, and help support a healthier transportation system.
- Medians and bulbouts, chicanes, speed tables, curb extensions, traffic circles, raised or enhanced crosswalks and flashing beacons, and additional signage.



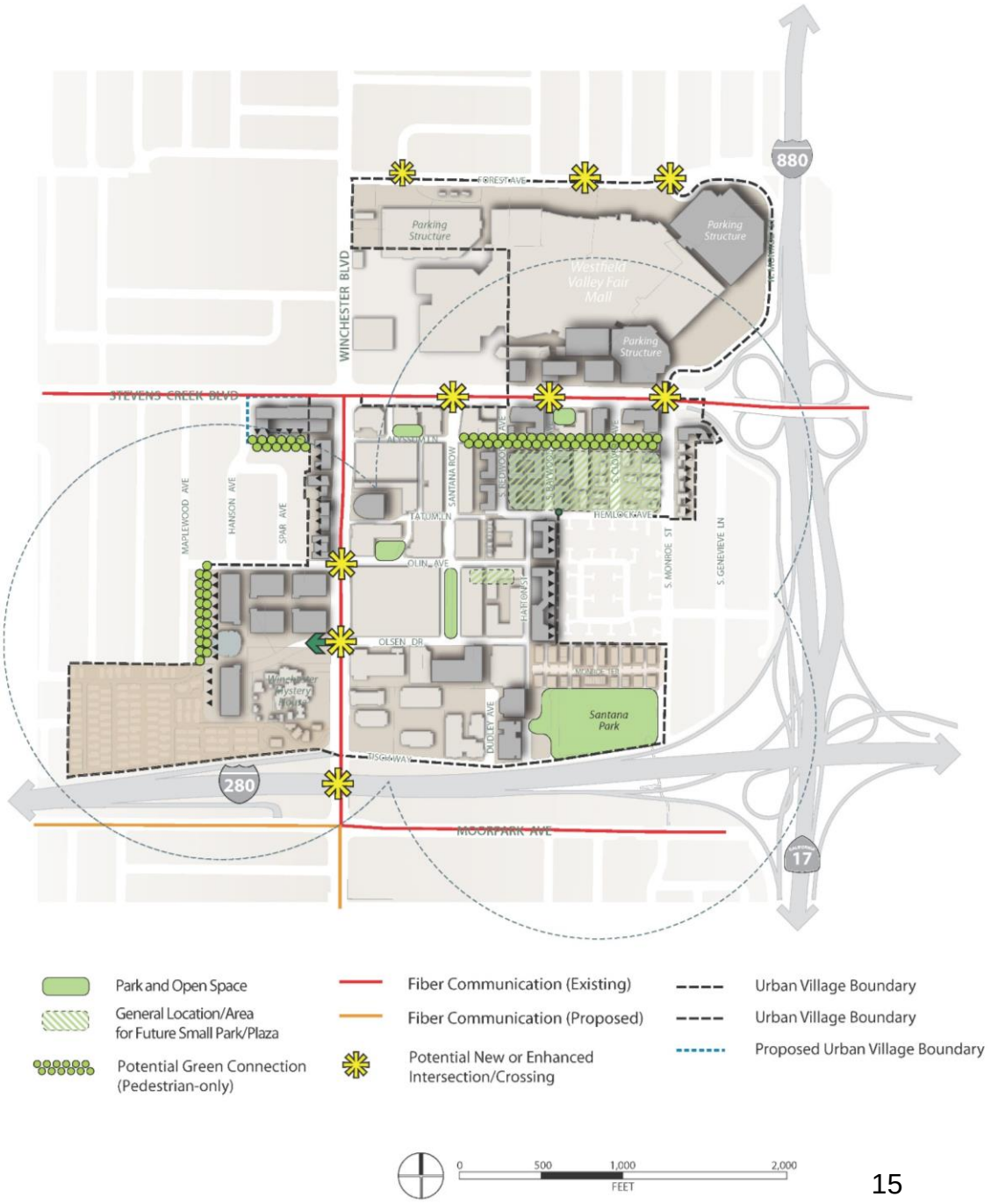
Transportation Demand Management (TDM) and Parking Management Strategies

- Transportation Management Association (TMA)
- Subsidized transit passes to employees/residents
- Carsharing and bikesharing program
- Free shuttle buses
- Parking meters
- Cash-out programs
- Employee incentives
- Shared parking spaces
- Parking signage and wayfinding

Vehicular Circulation, Traffic Management, and Technology

SR/VF

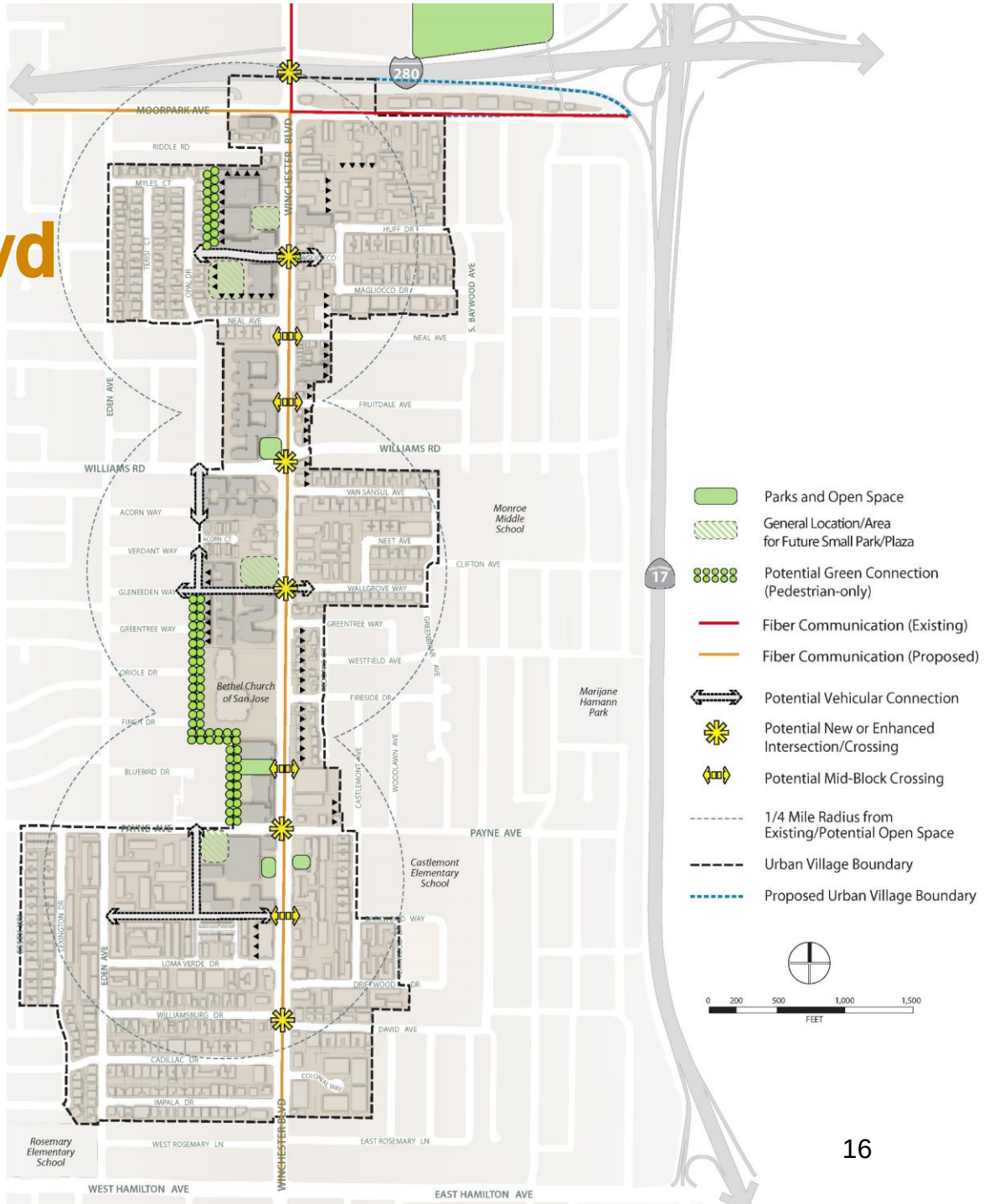
- Fiber optic communication extensions
- Traffic signal coordination and real-time adaptation
- TNC pick-up/drop-off
- Electric vehicle charging
- Autonomous Vehicles



Vehicular Circulation, Traffic Management, and Technology

Winchester Blvd

- New connections provide more routes to Winchester Blvd
- Traffic calming and turn restrictions
- Reduce potential for neighborhood impacts
- Fiber optic communication extensions

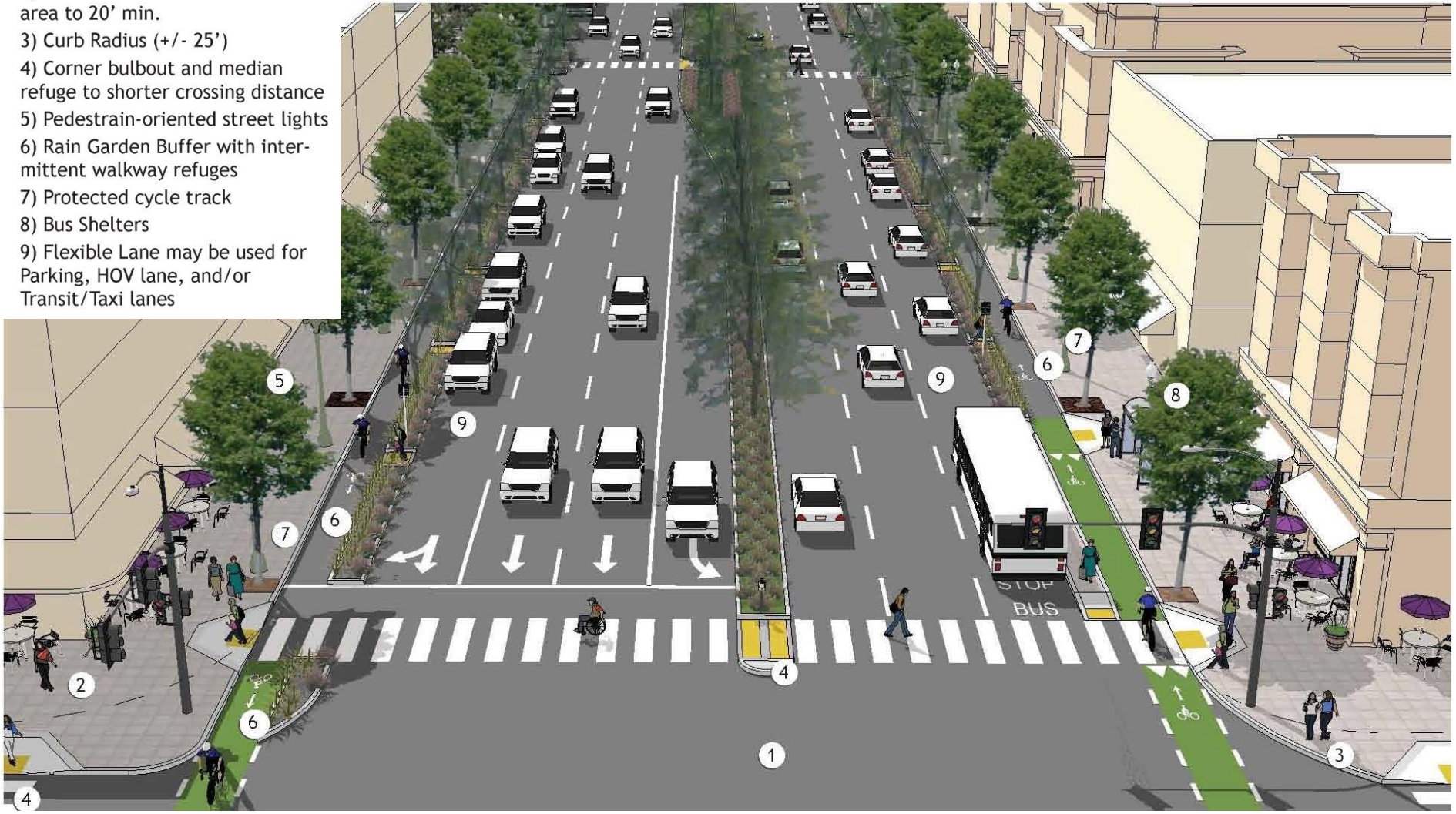


Winchester Boulevard Streetscape

Proposed Winchester Boulevard Section (100 ft)

Streetscape Elements

1) 6-lane through vehicular traffic
2) Sidewalks widened in setback area to 20' min.
3) Curb Radius (+/- 25')
4) Corner bulbout and median refuge to shorter crossing distance
5) Pedestrain-oriented street lights
6) Rain Garden Buffer with inter-mittent walkway refuges
7) Protected cycle track
8) Bus Shelters
9) Flexible Lane may be used for Parking, HOV lane, and/or Transit/Taxi lanes



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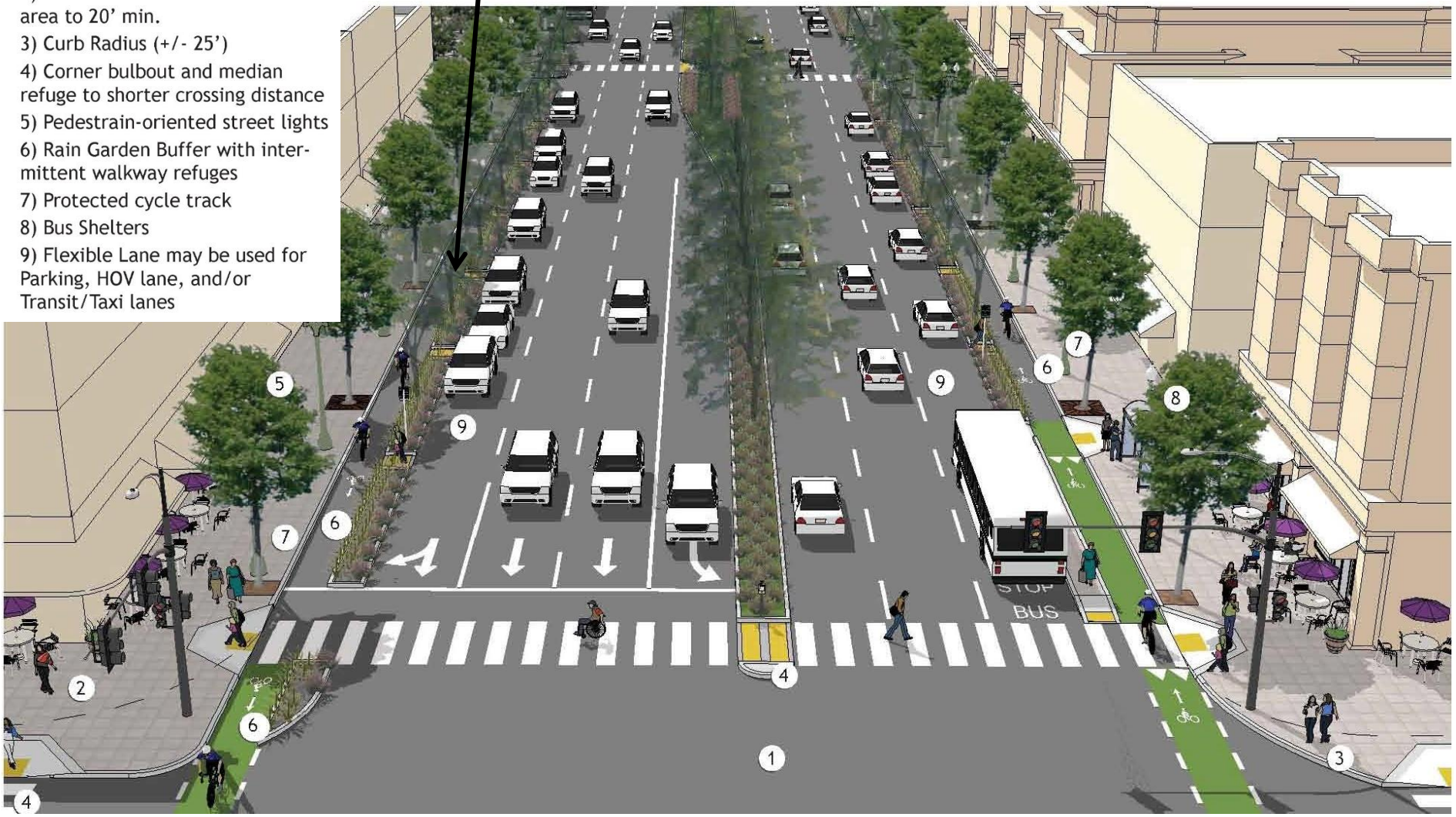
Protected cycle track



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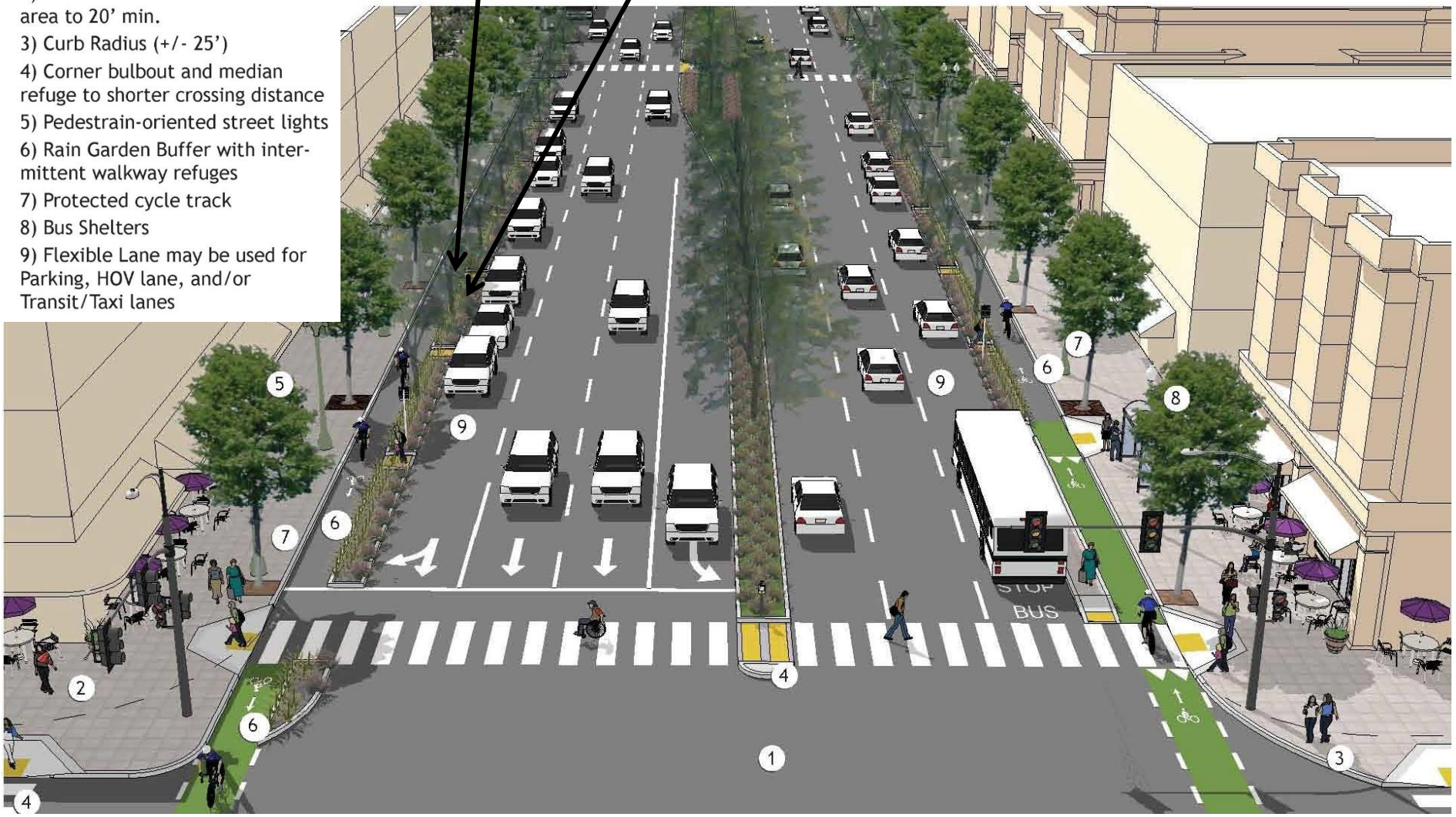
Protected cycle track

Rain garden buffer with walkways



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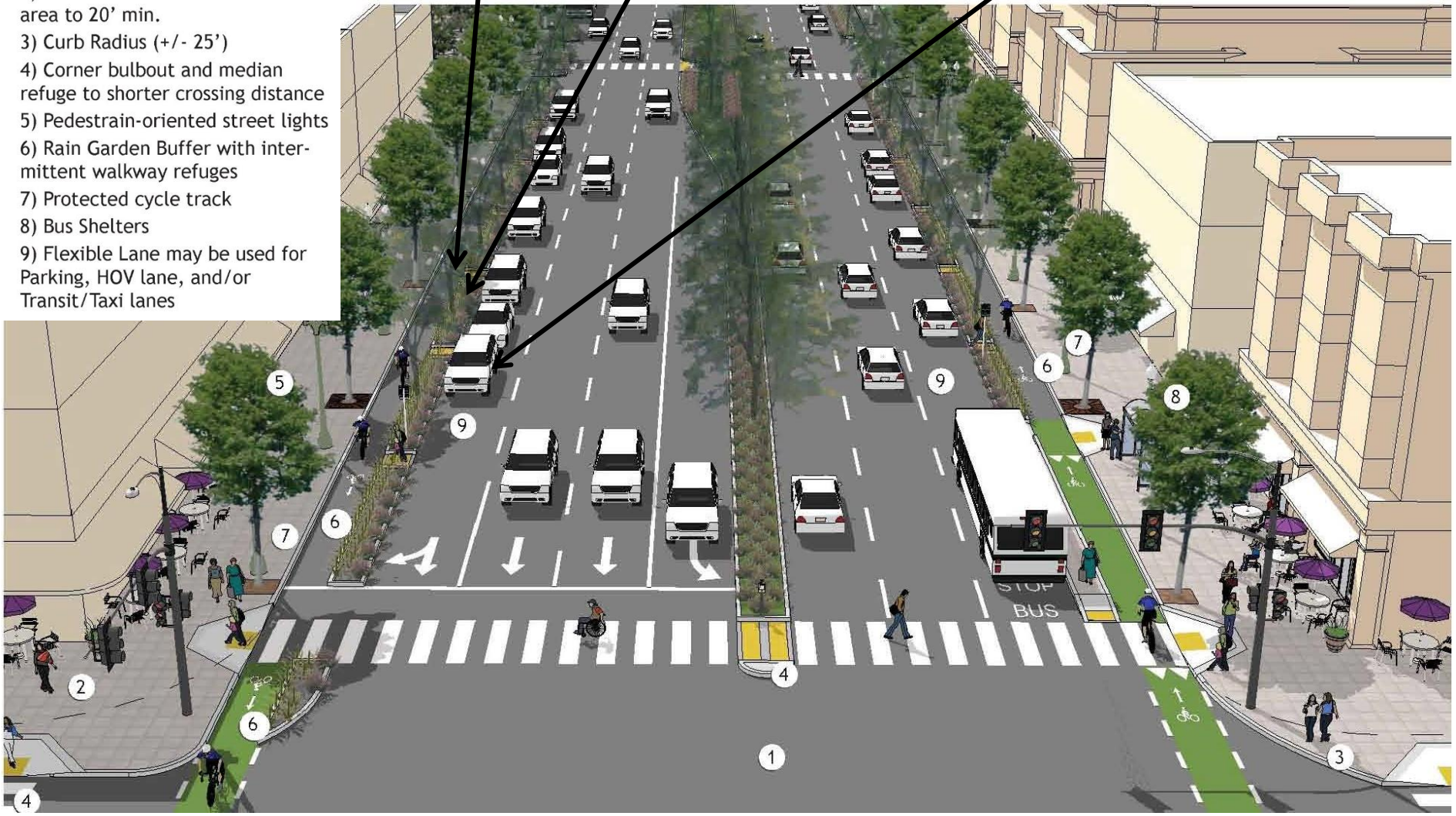
Protected cycle track

Rain garden buffer with walkways

Flex lane: parking, HOV, taxi/transit

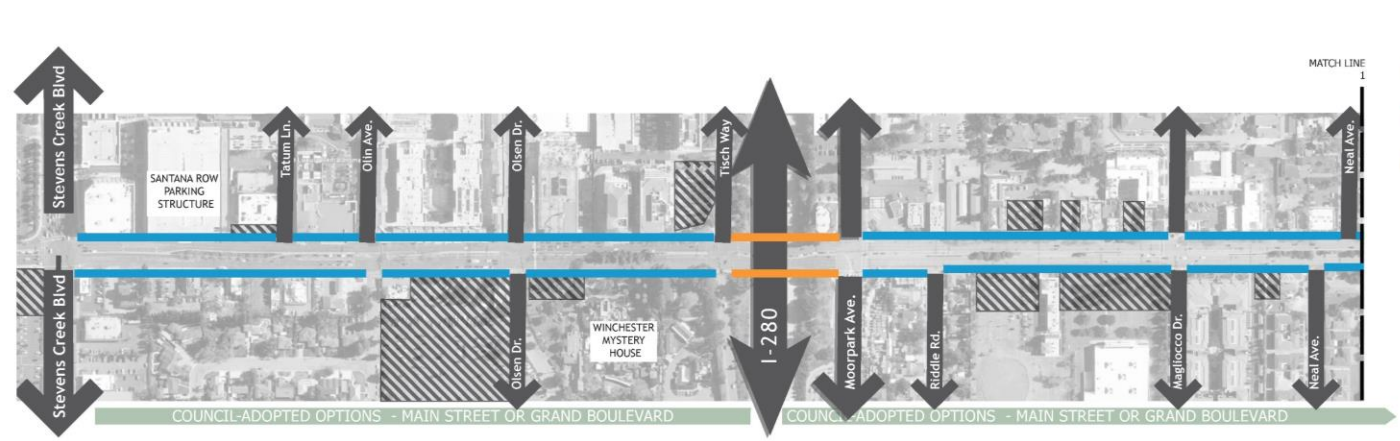


Streetscape Plan

Winchester Blvd/ I-280 Bridge

- At least same number of lanes as existing
- Vastly improved bike and pedestrian connection

Proposed Winchester Boulevard



LEGEND

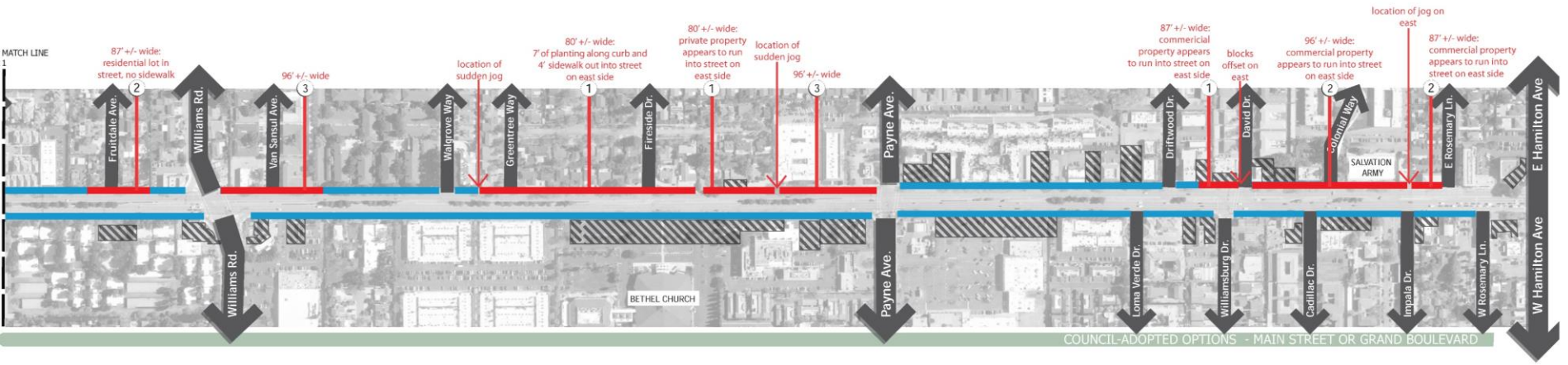
Concept as Proposed 100' Curb to Curb

Concept modifications for narrow conditions

I-280 Improvements

Concept Modifications

1) 80' - Two-lane, Sharrow only
2) 87' - Two-lane, Bike Lane, No Parking
3) 96' - No Rain Garden



Streetscape Development Standards

	Winchester Boulevard & Stevens Creek Boulevard	All Other Streets
Sidewalk	Min. 20’; where existing sidewalk is less than the required width, project must make up the difference.	Min. 15’; where existing sidewalk is less than the required width, project must make up the difference. Corner curb bulb-outs required where feasible
Street Trees	Deciduous canopy trees: 25-50’ center, min. 36 sq. ft. tree well	Deciduous shade trees: 40’ center, min. 16 sq. ft. tree well
Lighting	Double-head pedestrian- and roadway-oriented lighting	Standard City lighting
Median and Frontage Planting	High-branching canopy trees and low-growing shrubs	High-branching canopy trees and low-growing shrubs where appropriate

Streetscape Design Guidelines Elements

- Streetscape Character
  - *Canopy street trees*
  - *Curbside parking in key locations*
  - *Coordinated location of trees, lights, parking*
  - *Pedestrian-oriented lighting*
- Gateway Locations
  - *Winchester/I-280*
  - *Winchester/Rosemary*
  - *Stevens Creek/SR-17*
  - *Freeway over and under-crossings*
- Transit Stops
  - *Shelters, seating, and lighting*
- Landscaping
  - *Deciduous trees typical*
  - *Drought tolerant plants*
  - *Rain gardens where appropriate*

Bike & Pedestrian Network Facilities

Goals

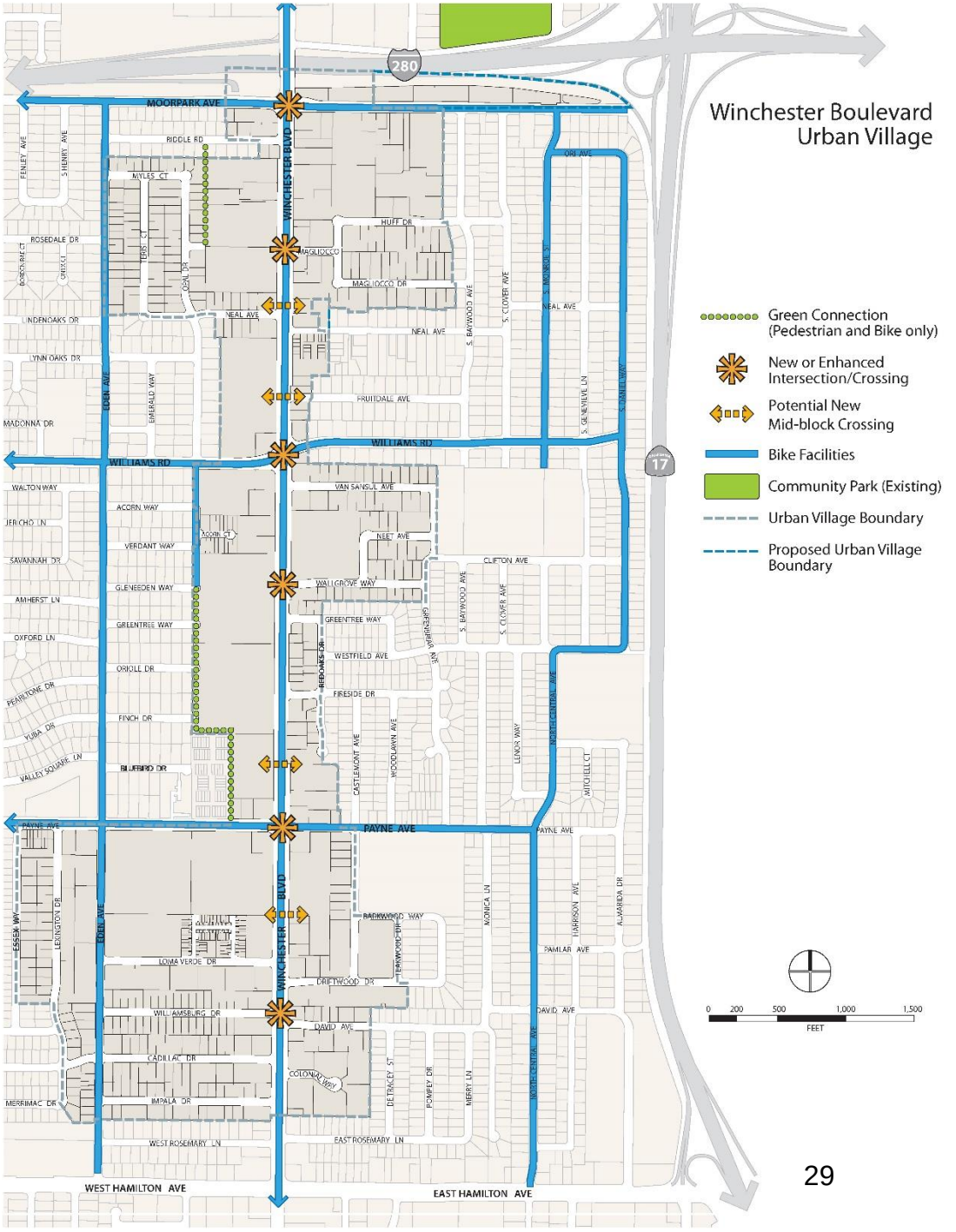
- A network of bicycle-friendly streets and routes.
- Ensure bicycle parking is included in areas of demand.
- Create a pedestrian-friendly Urban Village.
- Improve pedestrian environment and connectivity:
  - Along and across Stevens Creek Boulevard
  - Along and across Winchester Boulevard
  - To and from Parks
  - To and from Santana Row

Bike & Pedestrian Network Facilities

- Green Connectors: Alyssum Lane alignment and west edge of Santana Row West
- Crossing: Forest Ave, Stevens Creek and Winchester
- Bike: Monroe and Winchester

Bike & Pedestrian Network Facilities

- Green Connectors: Opal and Acorn Drive alignments
- Crossings: Winchester Blvd
- Potential mid-block crossings
- Complete bicycle network



Transit


Metro
92
794
DAMAGES
JAN 7 | WEDS 10 FX


FIRST REPUBLIC BANK
FIRST REPUBLIC BANK

Transit

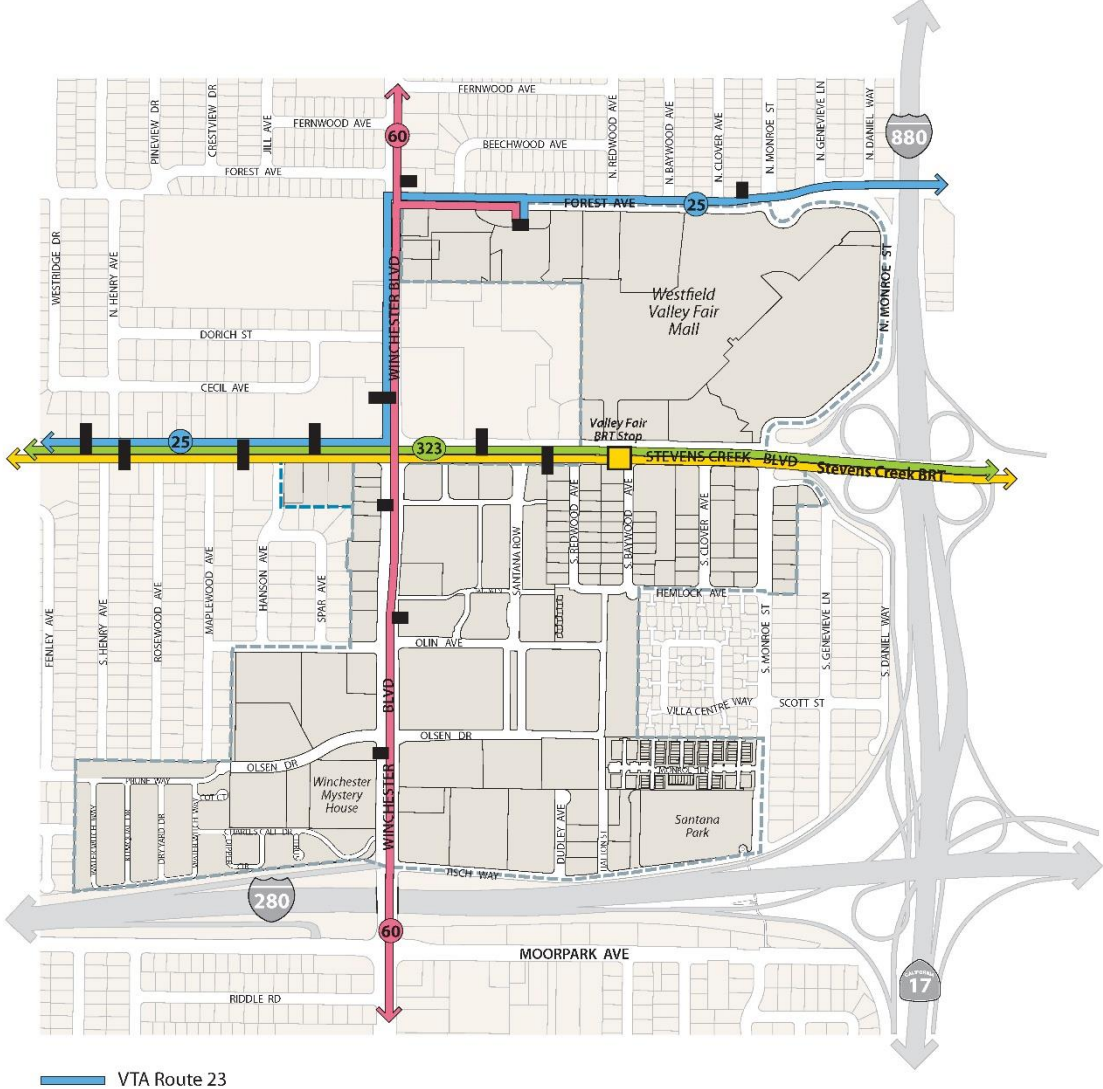
Goal

- Improve transit service and ridership
- Integrate transit stops and access routes with streetscapes and urban design

Transit

SR/VF

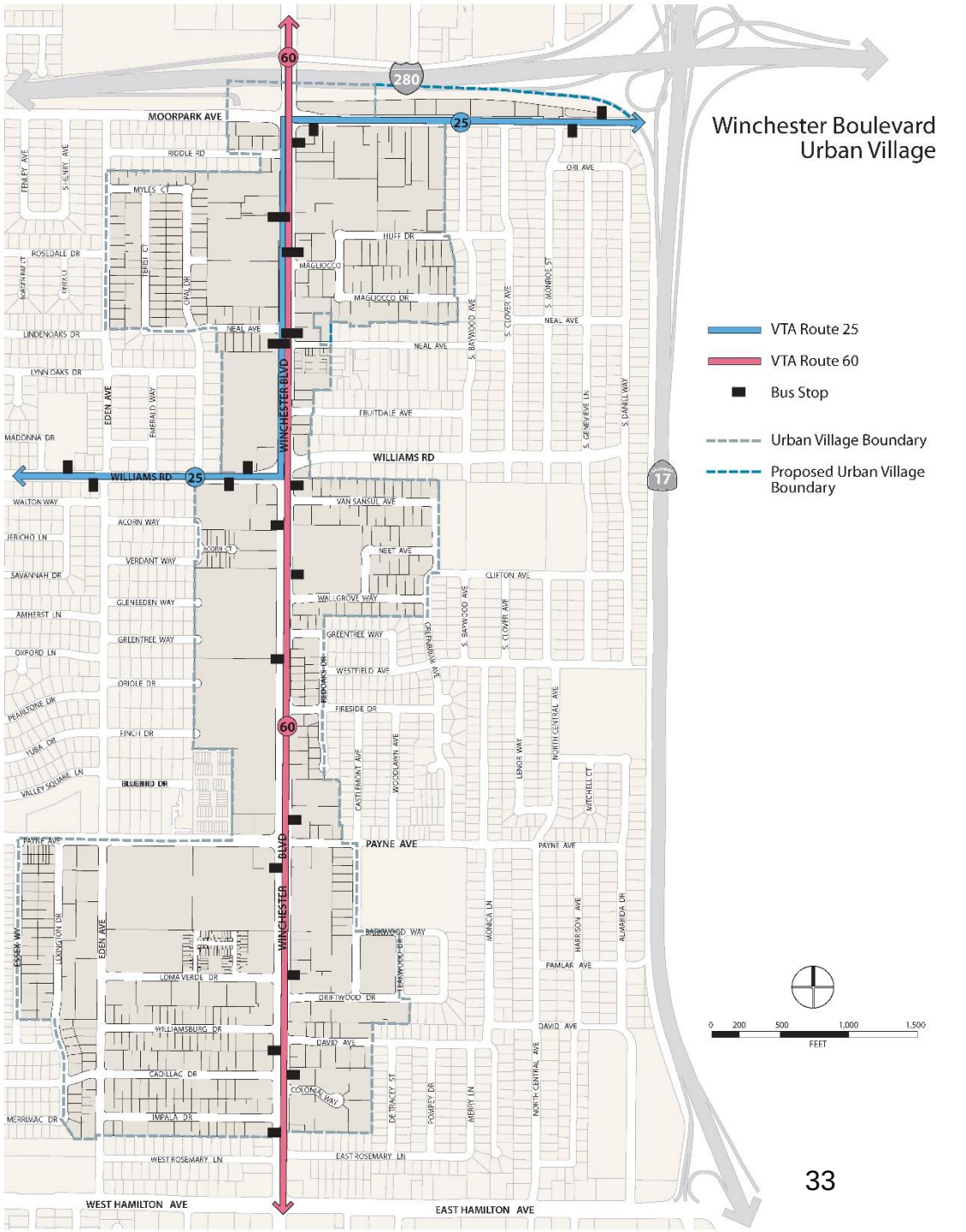
- Increased frequencies and improved quality of public transit services
- Partnerships with on-demand transit services
- Rapid Bus 523
- VTA Coordination



Transit

Winchester Blvd

- Transit facilities and transit oriented designs
- Distinct signage, lighting, landscaping, and well-designed bus shelters
- Improve access to transit services

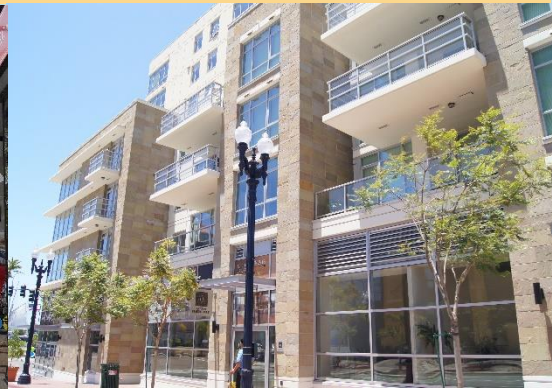


Next Steps and Implementation

- VTA Next Network
- I-280 Corridor Plan
- I-280/Winchester Interchange Improvement Study
- County Expressway Plan
- Citywide Bike Plan
- San Jose Traffic Analysis & Management Plans
- San Jose Multimodal Transportation Improvement Plan
- Actively engage in on-going and future planning
- Urban Village Plan Implementation Chapter
- Implementation Policies

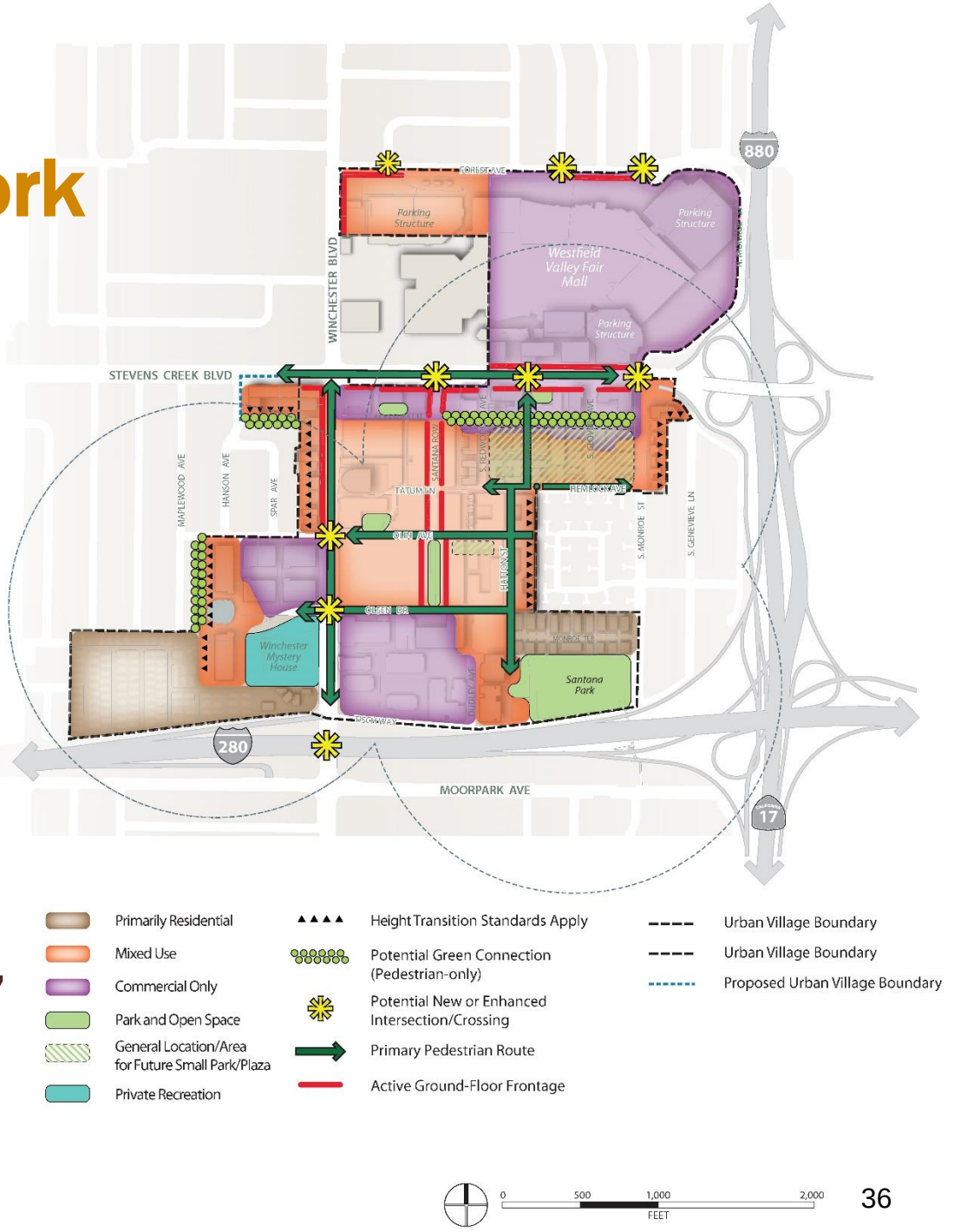
Santana Row/Valley Fair Urban Village Urban Design Framework



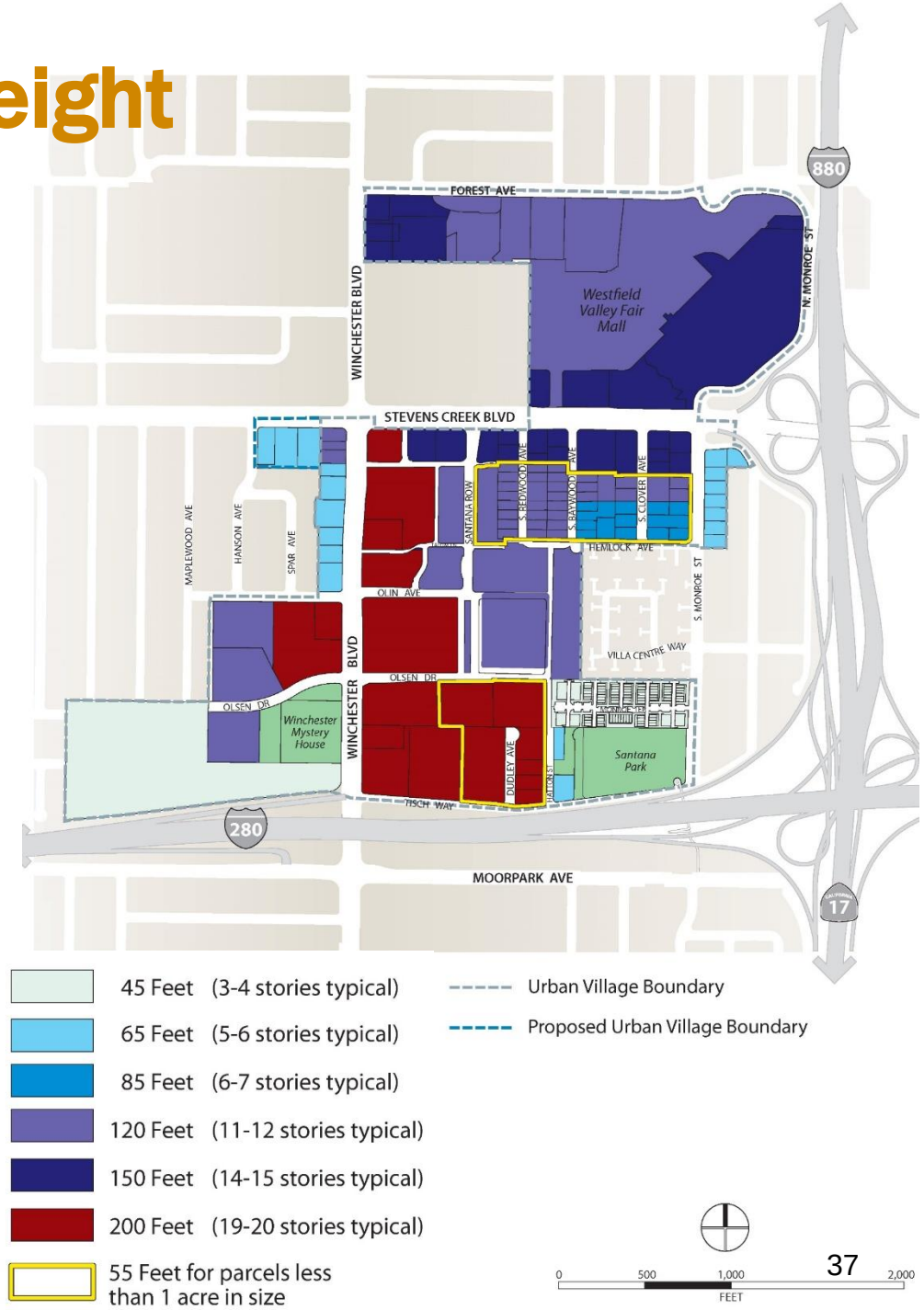


SR/VF Urban Design Framework

- Interconnected pedestrian routes
- Active pedestrian environments along Winchester Blvd, Stevens Creek Blvd, and Forest Ave
- Transitions to existing residential areas
- Attractive, high quality, and sustainable building design



SR/VF Building Height



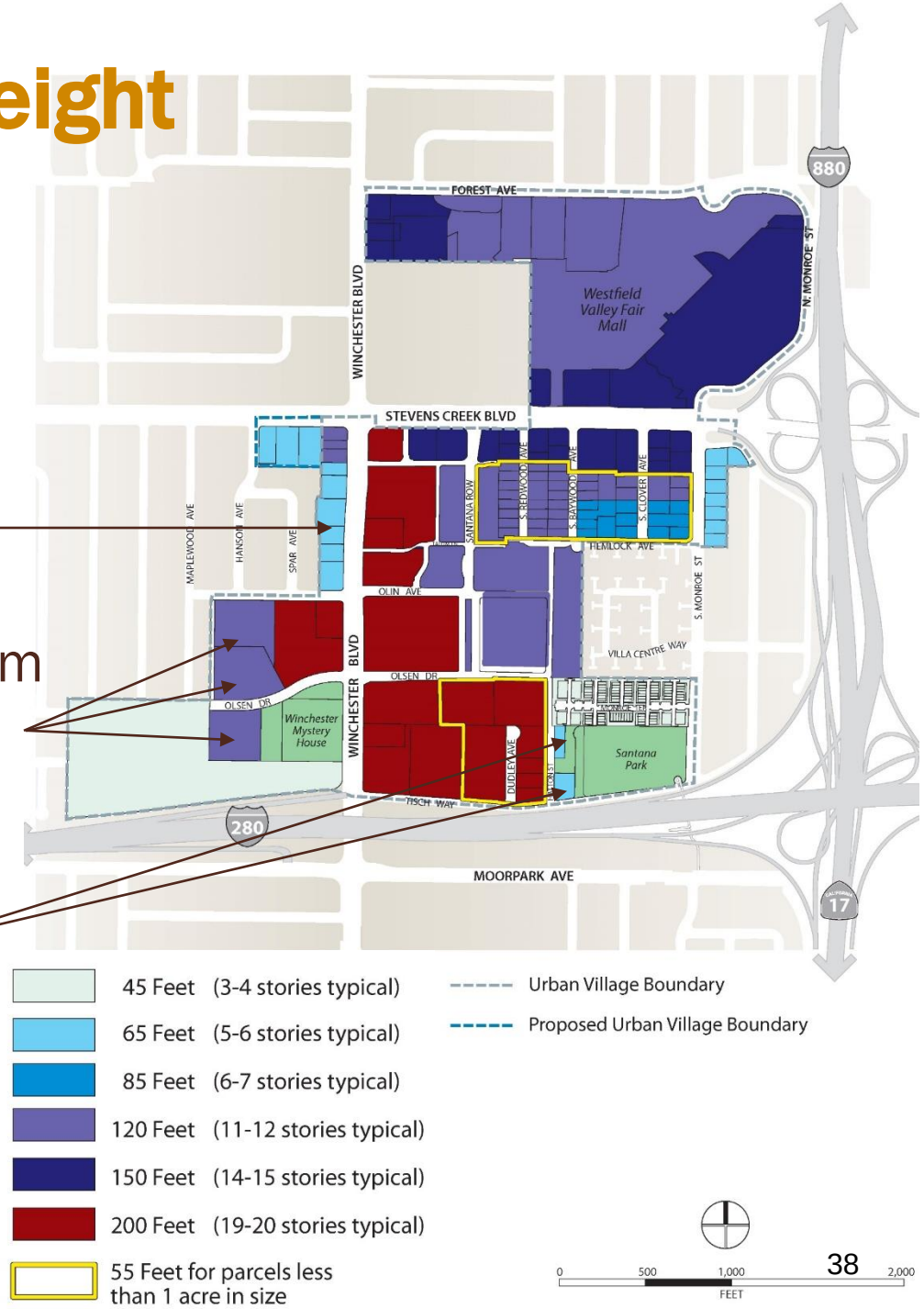
SR/VF Building Height

Changes since December 2016:

1-acre rule removed

Increased from 85’ to 120’

Increased to 65’

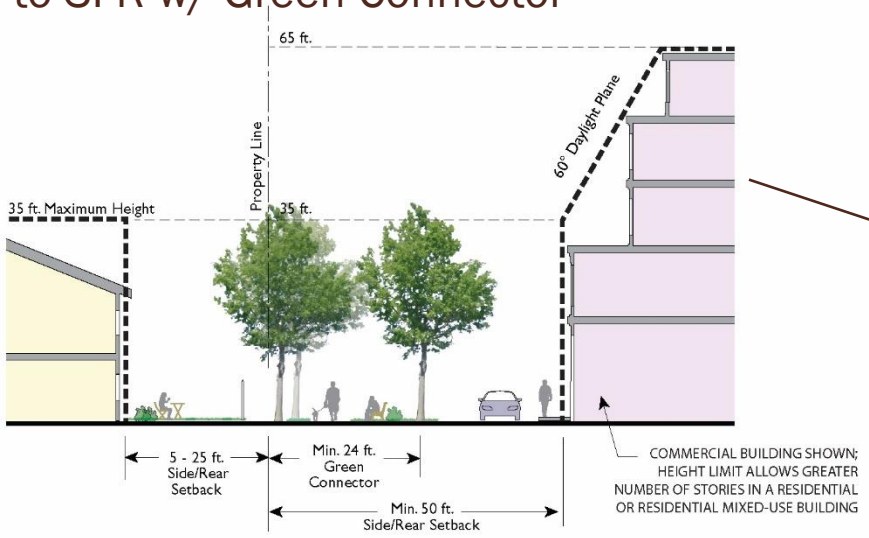


SR/VF Building Placement and Bulk

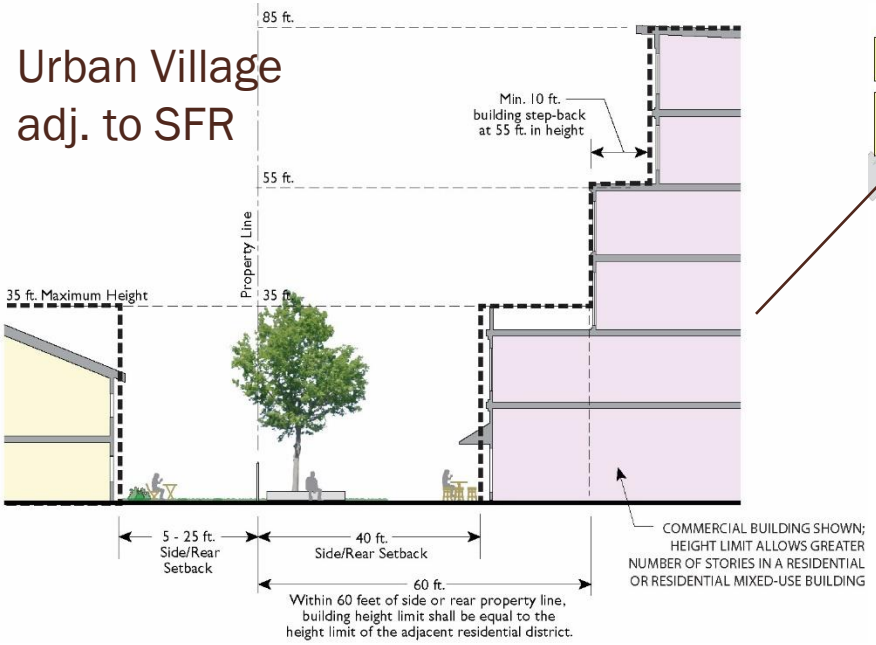
	Urban Village and Urban Village Commercial	Regional Comm., Neighborhood/ Community Comm. and Mixed Use Comm.	Urban Residential and Mixed Use Neighborhood
Front setback, non-residential ground floor use	0-10 ft.; min. 50% of street-facing building frontage should be located at min. setback	Min. 0 ft.; min. 50% of street-facing building frontage should be located at min. setback	
Front setback, residential ground floor use	2-5 ft. *(applies to Urban Village only)*	2-5 ft. *(applies to Mixed-Use Commercial only)*	2-10 ft.
Street side setback	0-10 ft.	Min. 0 ft.	Min 5 ft.
Side setback	0 ft.; transition standards apply		Min. 5 ft.; transition standards apply
Rear setback	Min 10 ft.; transition standards apply		

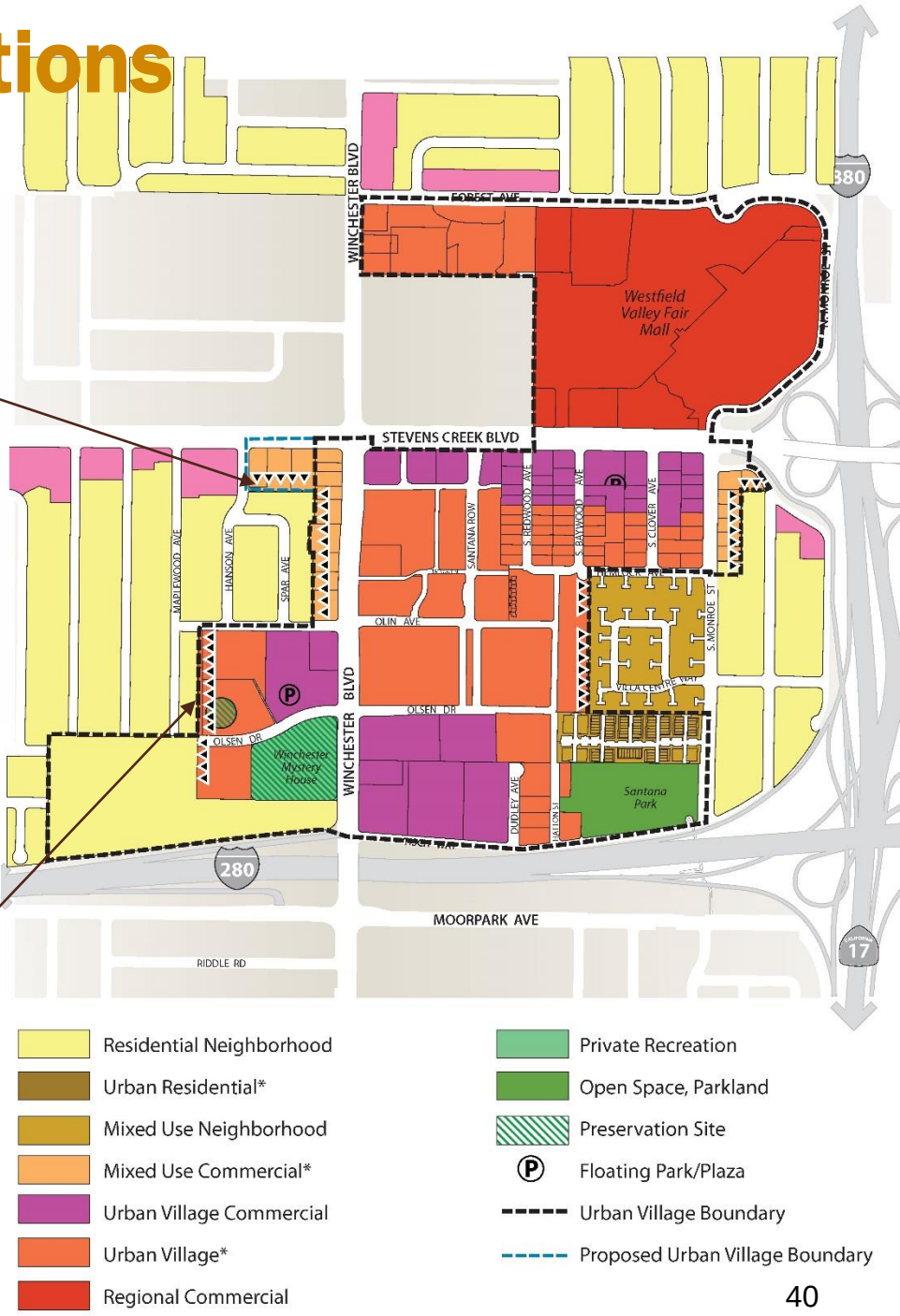
SR/VF Height Transitions

Mixed-Use Commercial adj. to SFR w/ Green Connector

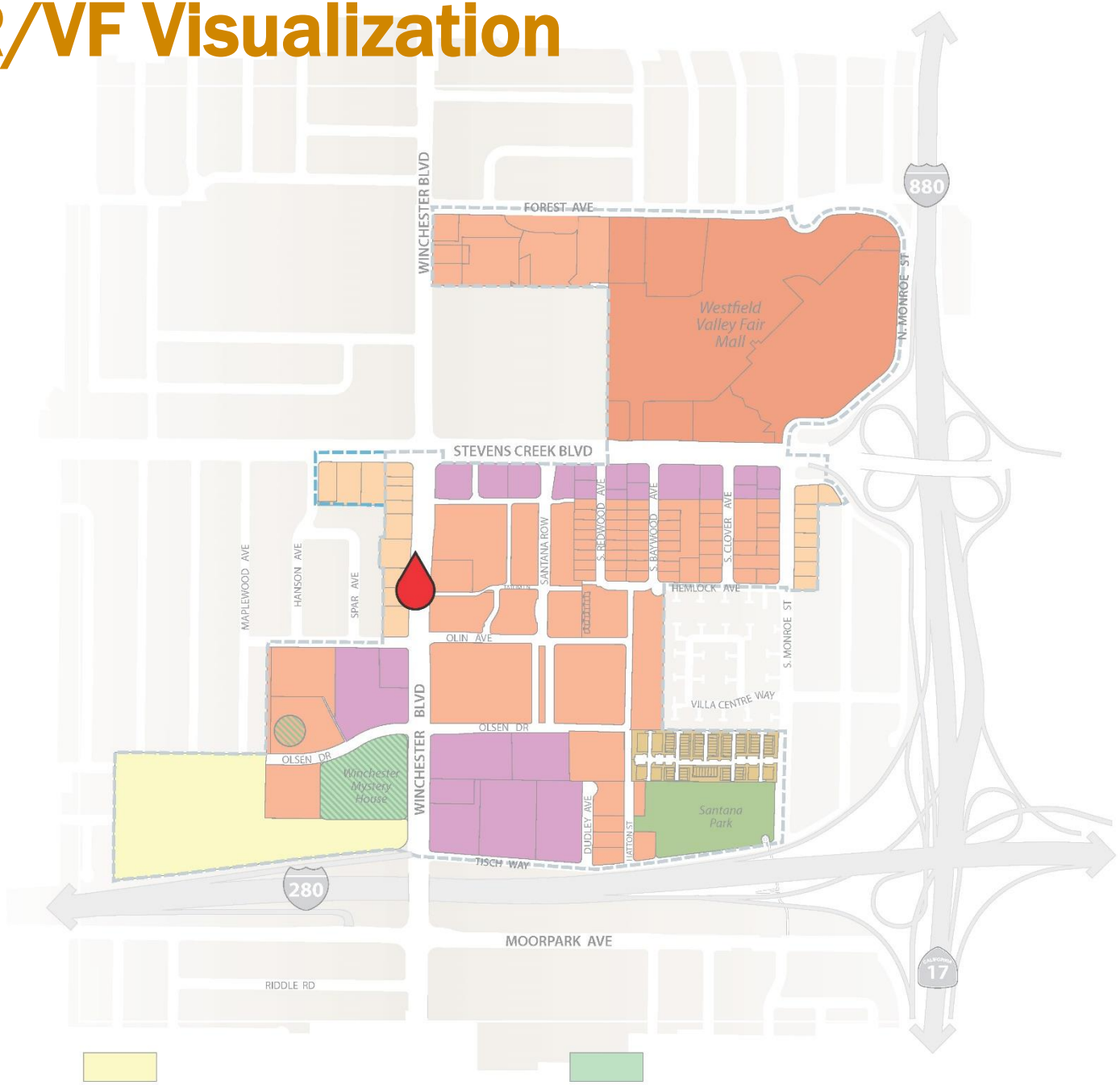


Urban Village adj. to SFR





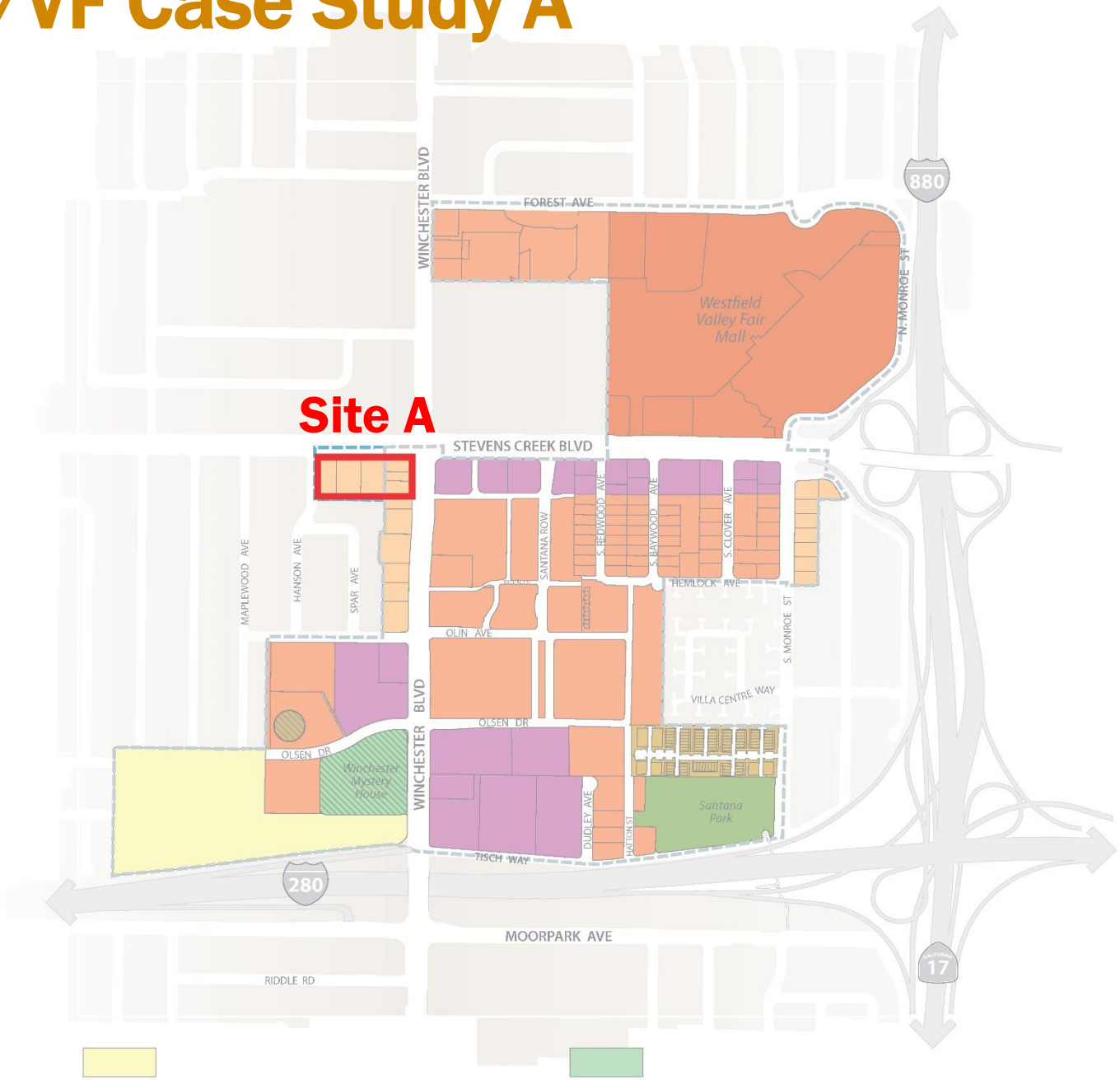
SR/VF Visualization



SR/VF Visualization - Before

SR/VF Visualization - After

SR/VF Case Study A



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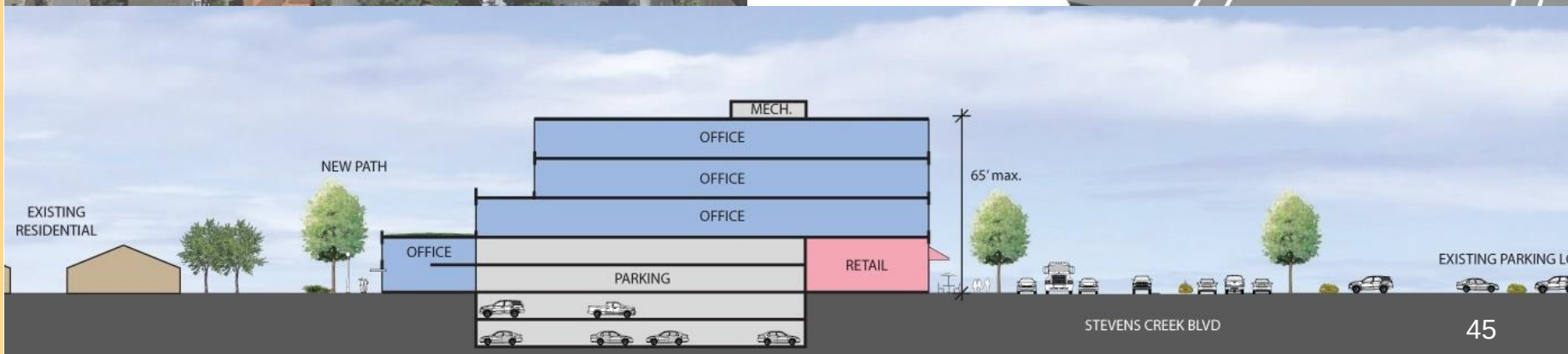
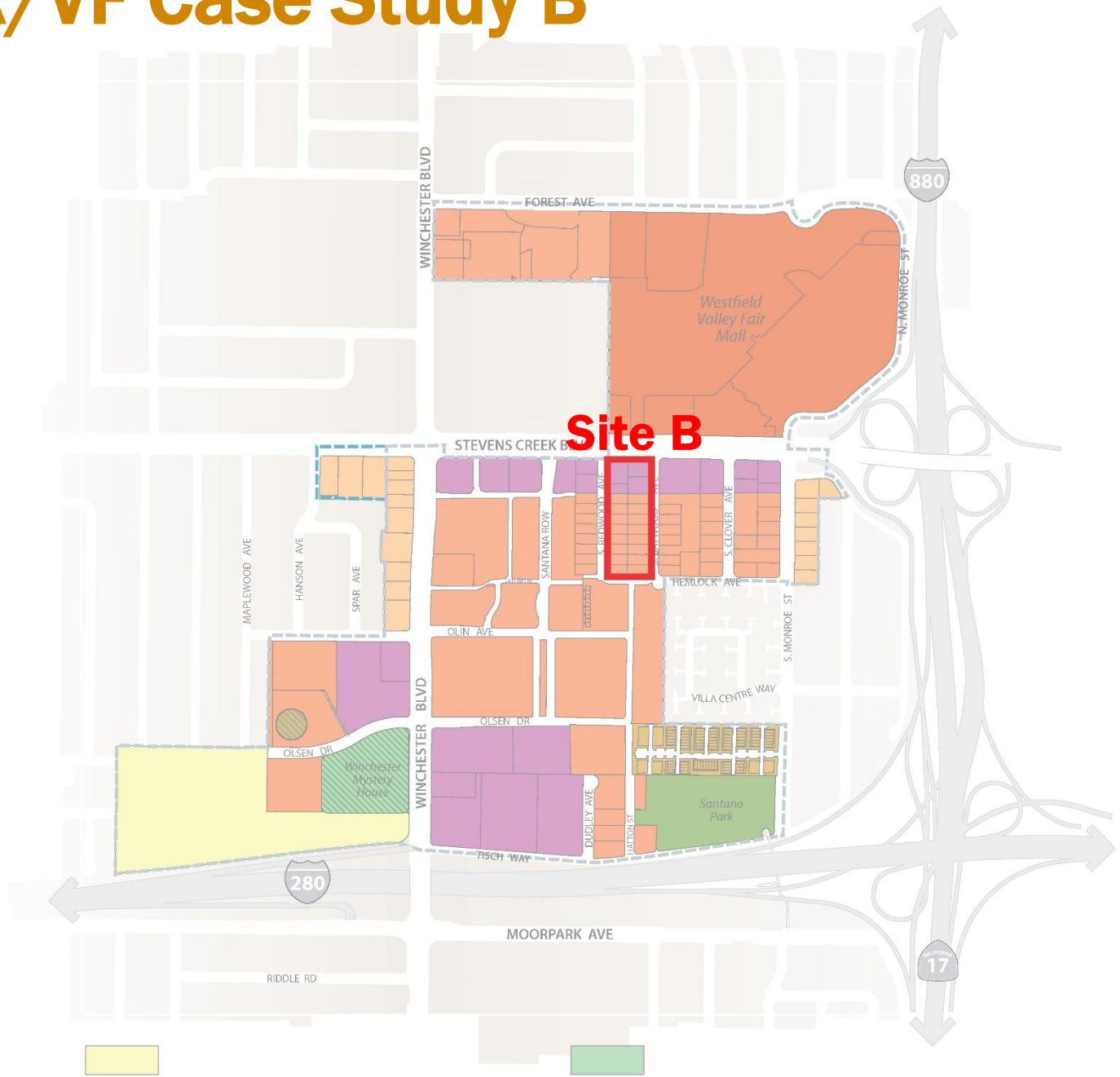


SR/VF Case Study B



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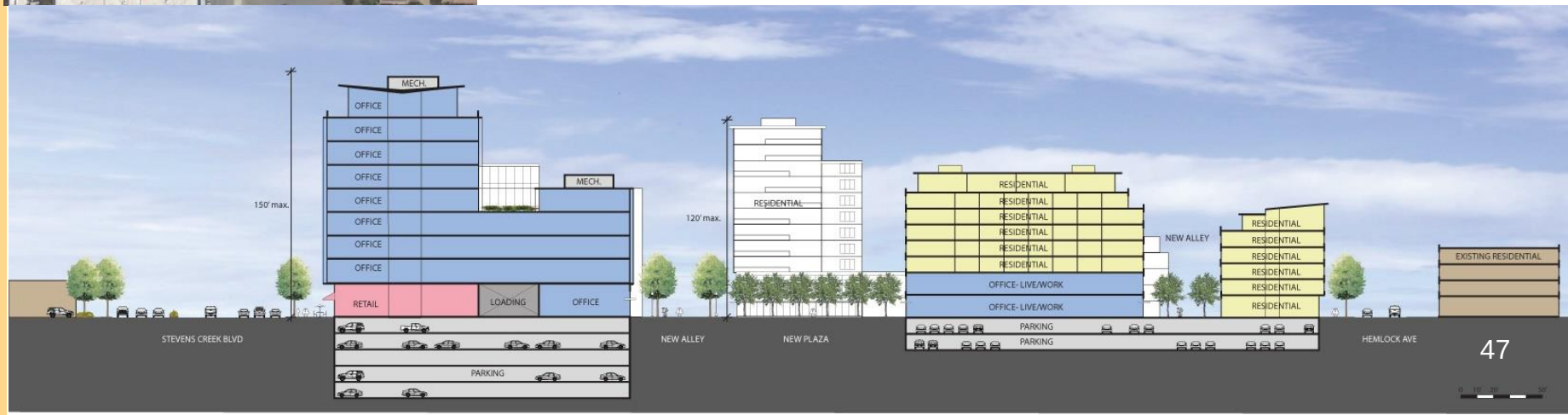
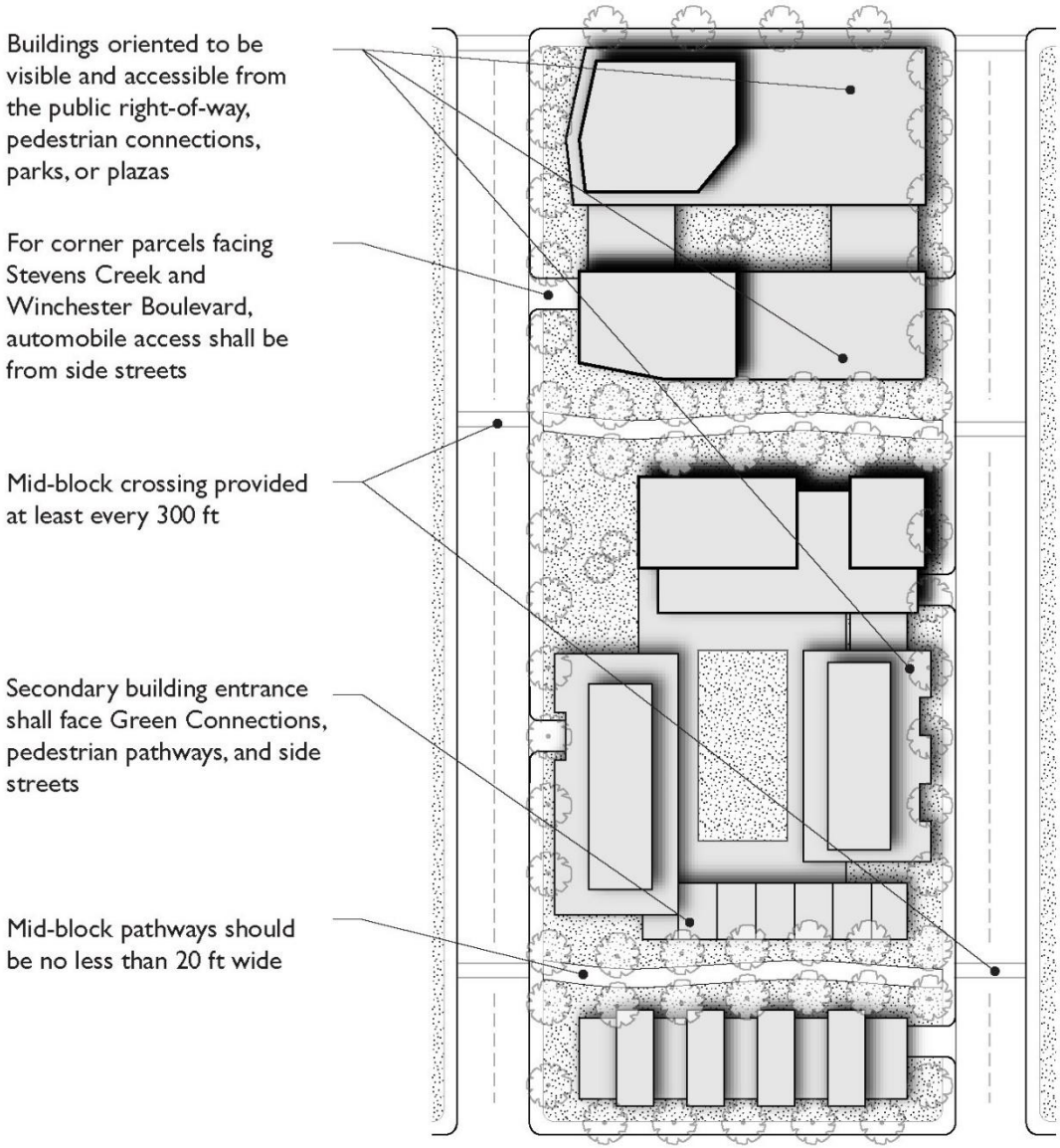


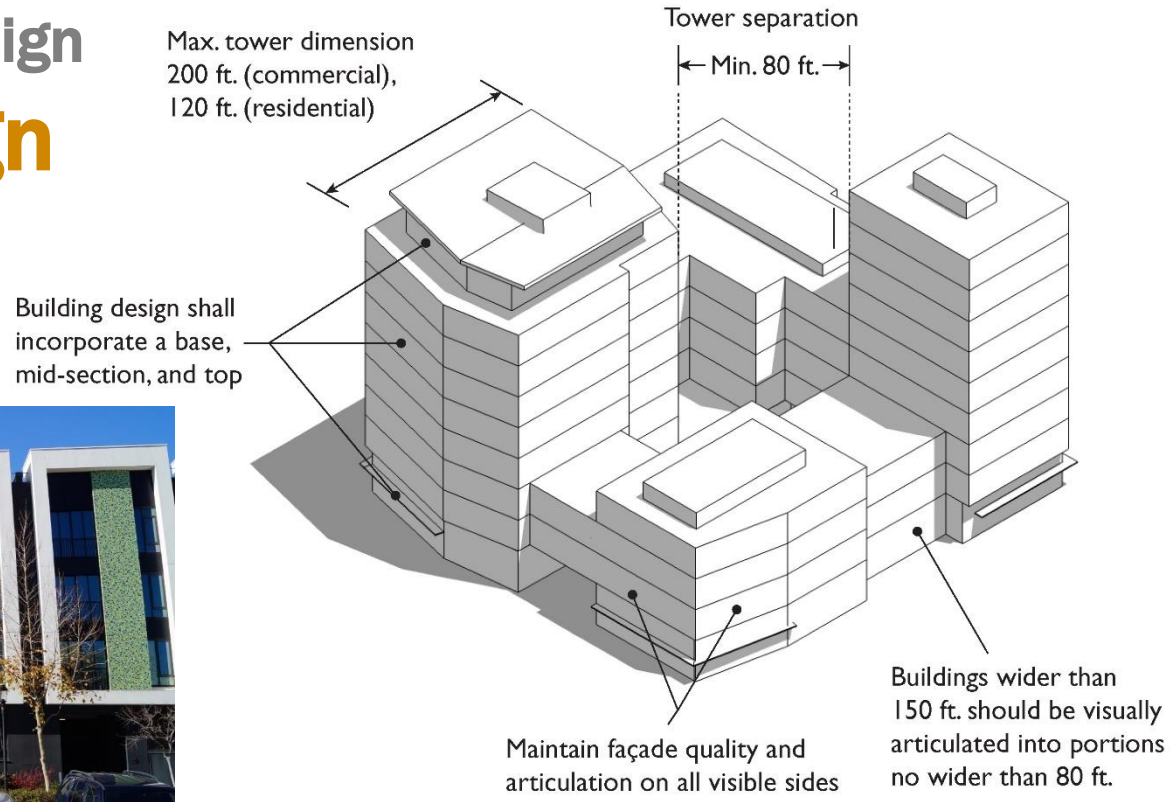
Building and Site Design

Site Planning

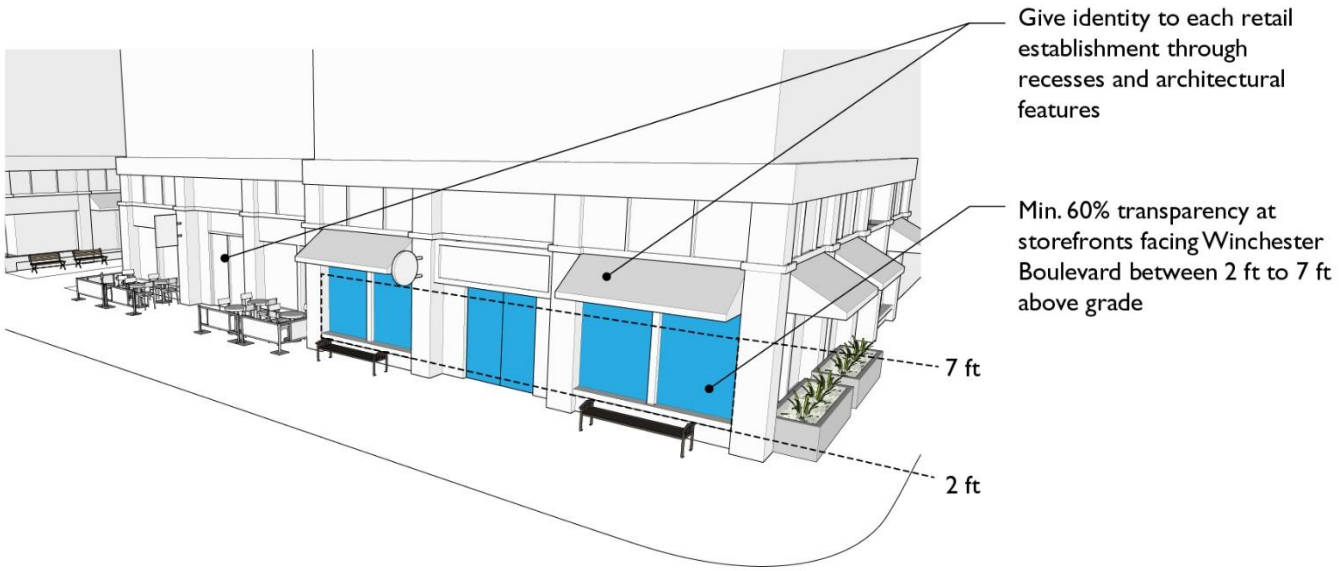


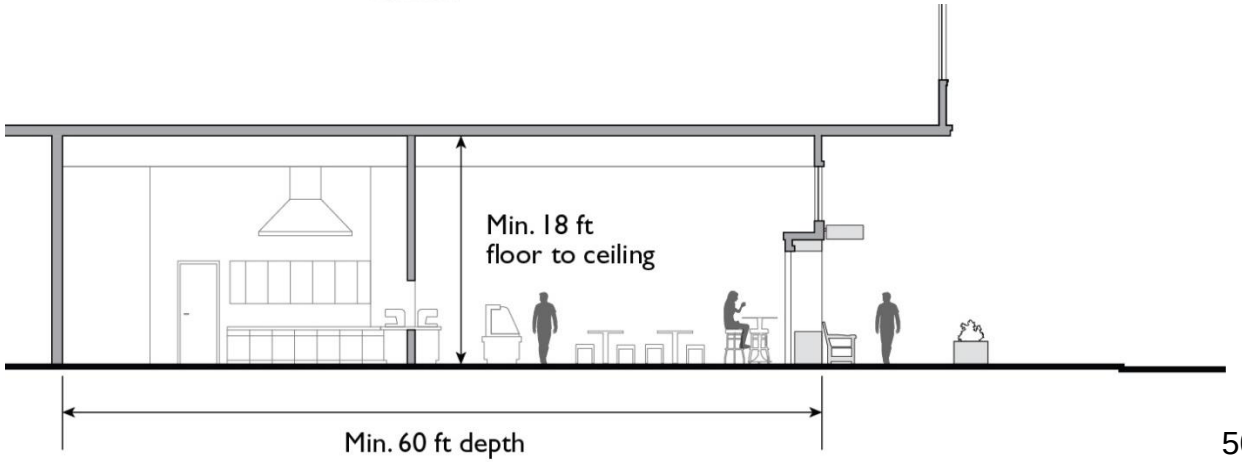
Building and Site Design

Building Design

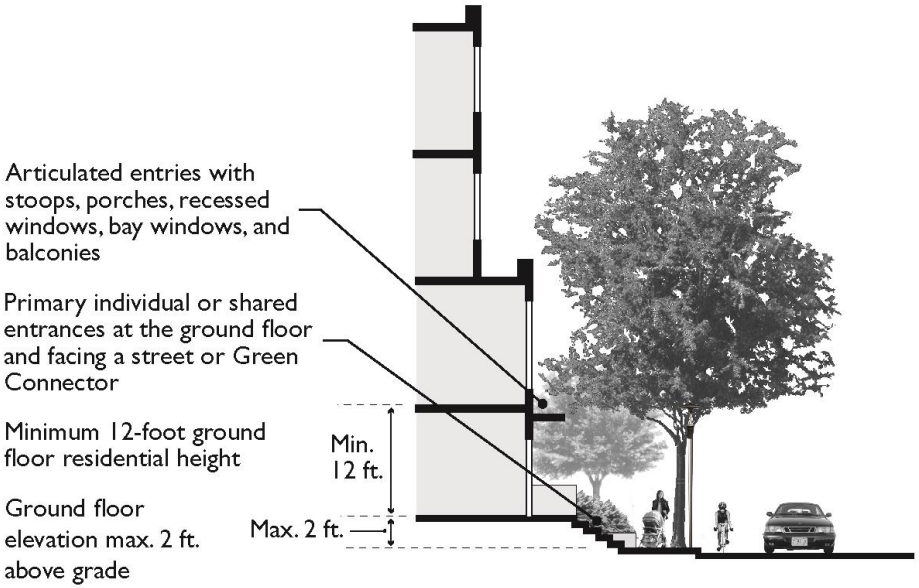


Ground Level Design – Commercial and Residential Mixed-Use

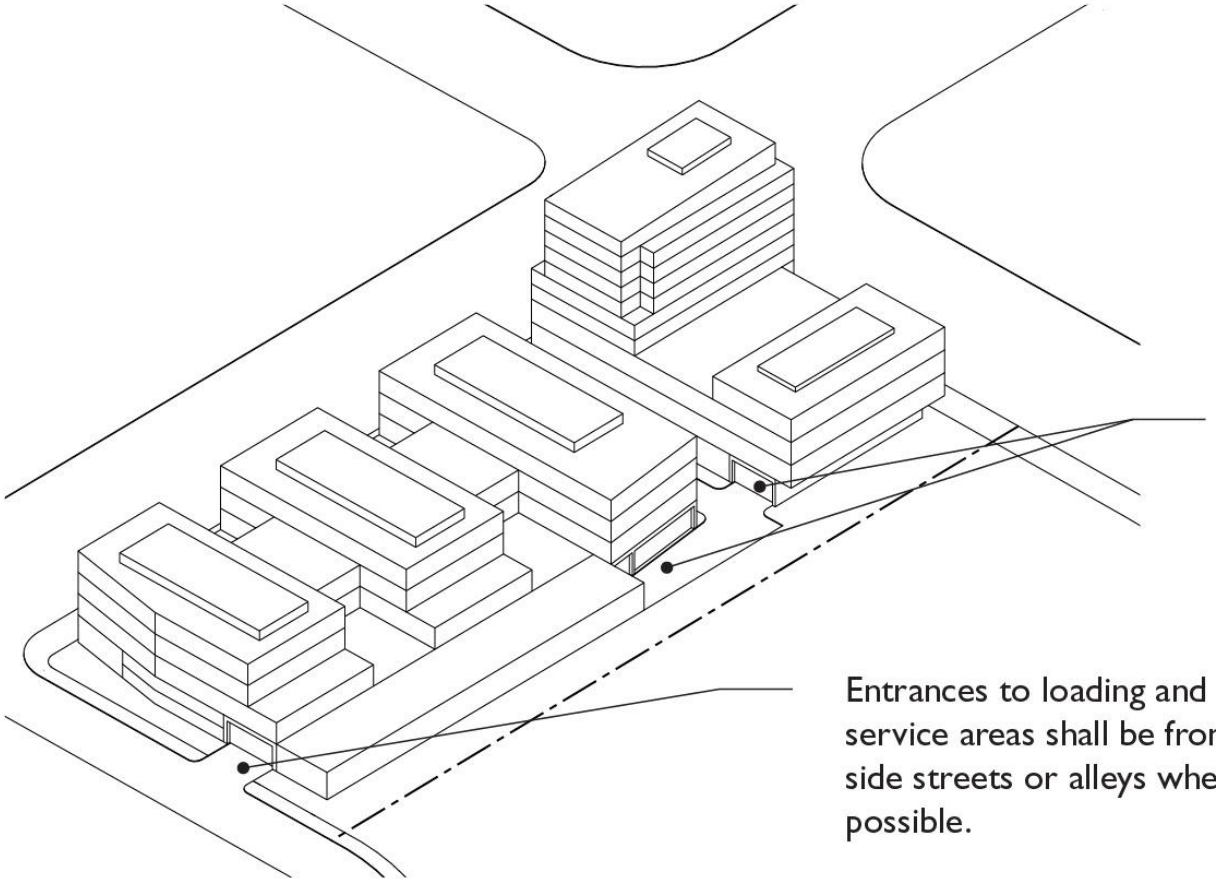




Ground Level Design – Residential



Parking, Loading and Access



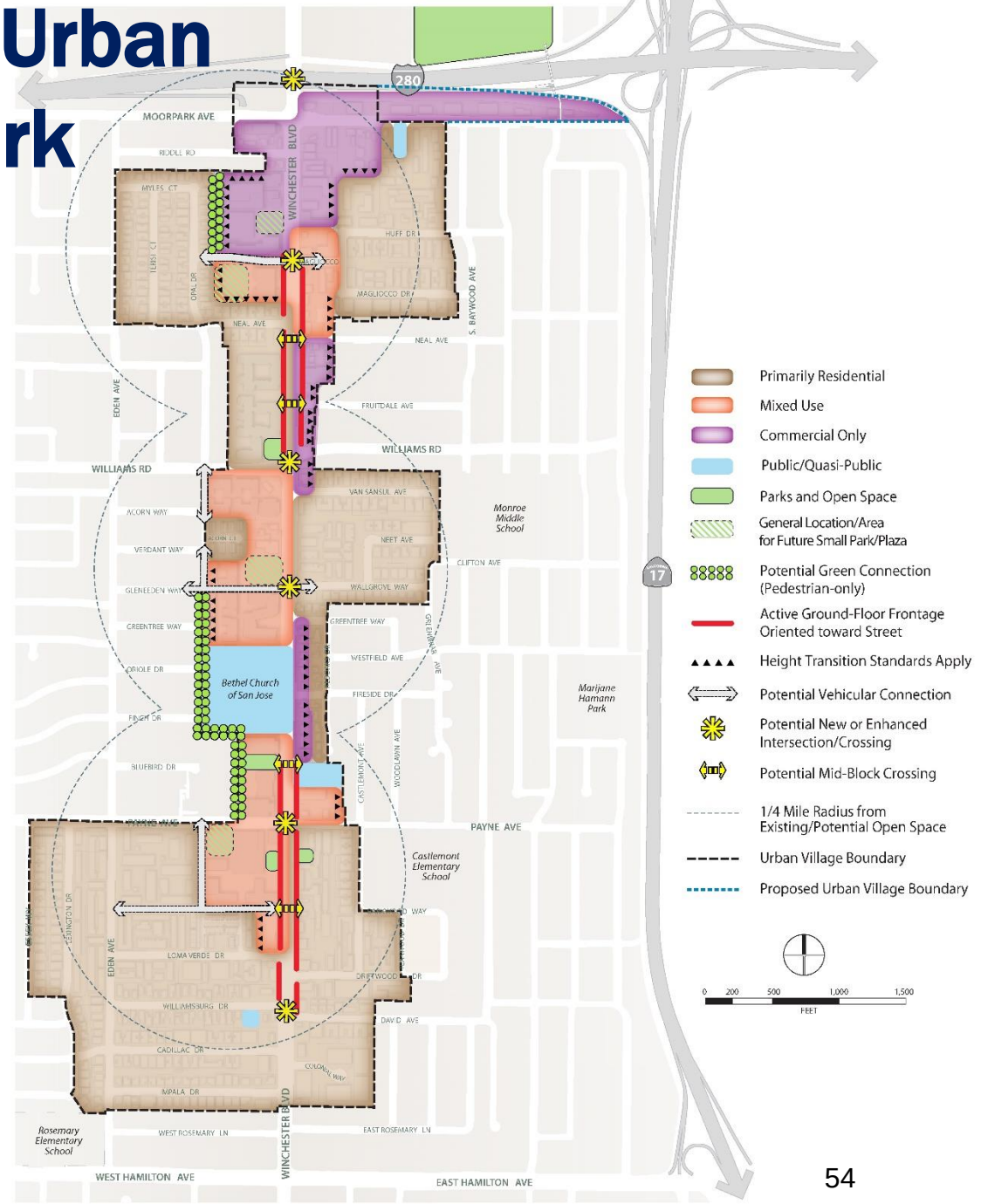
Loading and service areas shall be located at the rear of a property, in structures, or in the interior of blocks.

Entrances to loading and service areas shall be from side streets or alleys where possible.

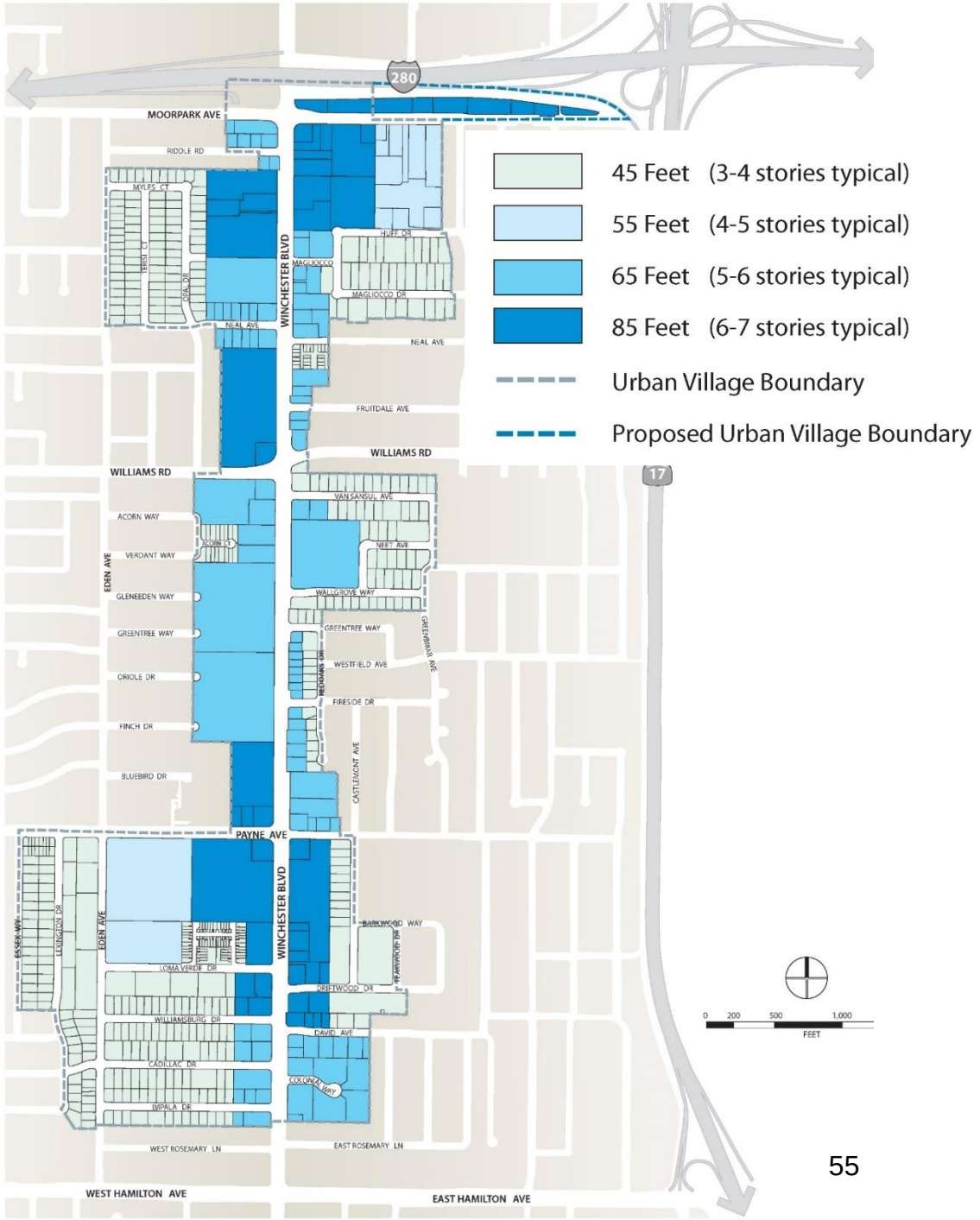
Winchester Boulevard Urban Village

Winchester Blvd Urban Design Framework

- Vibrant and human-scaled environment along Winchester Blvd
- Transitions to existing residential areas
- Two active ground-floor frontage areas
- Attractive, high quality, and sustainable building design

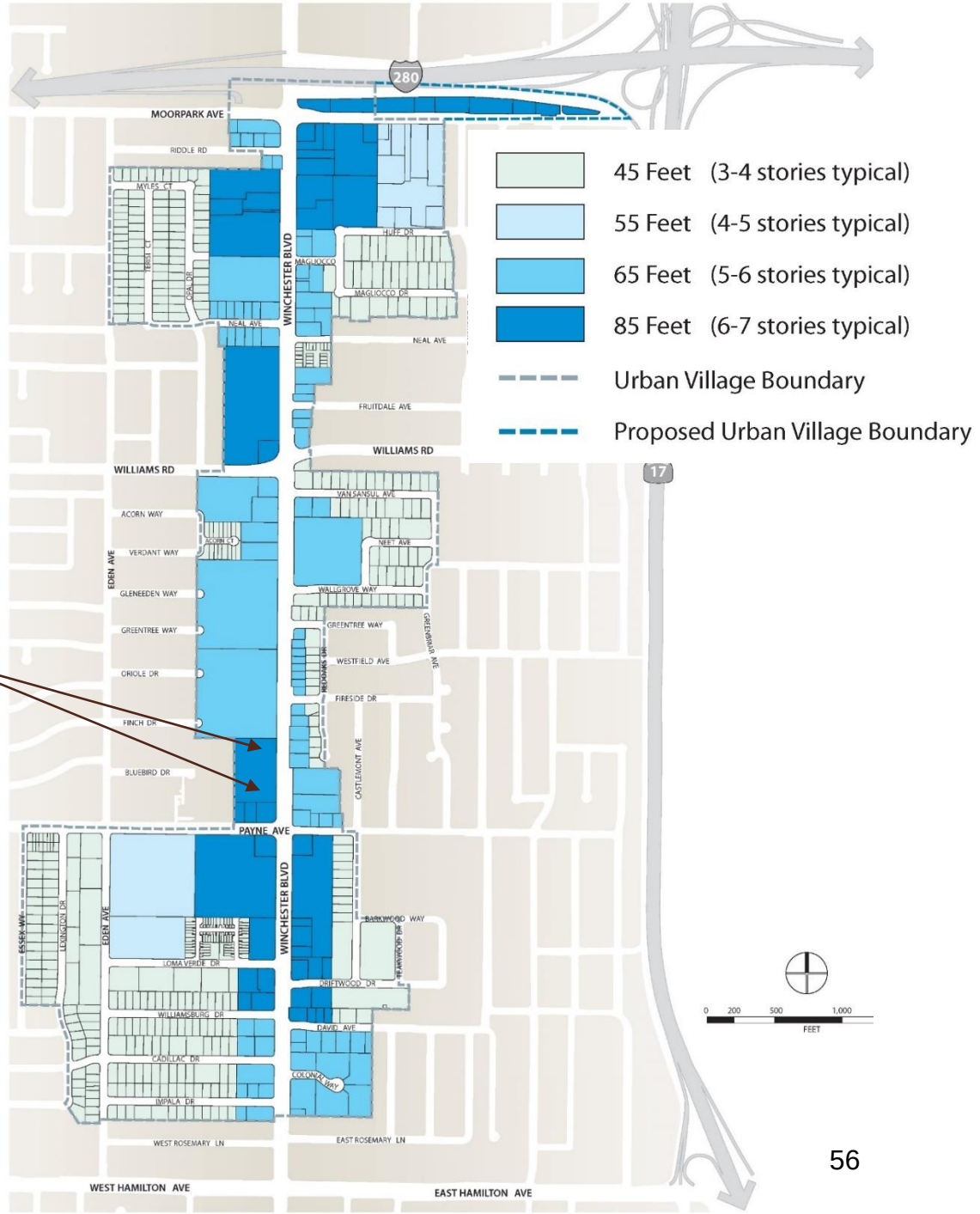


Winchester Blvd Building Height



Winchester Blvd Building Height

Increased from 65’ to 85’ since Dec. 2016

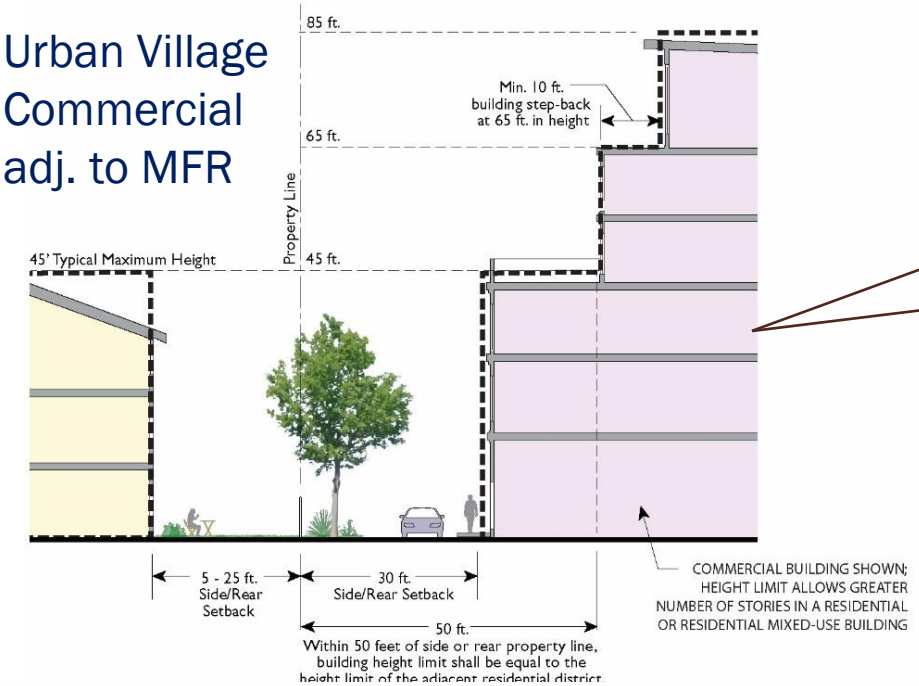


Winchester Blvd Building Placement & Bulk

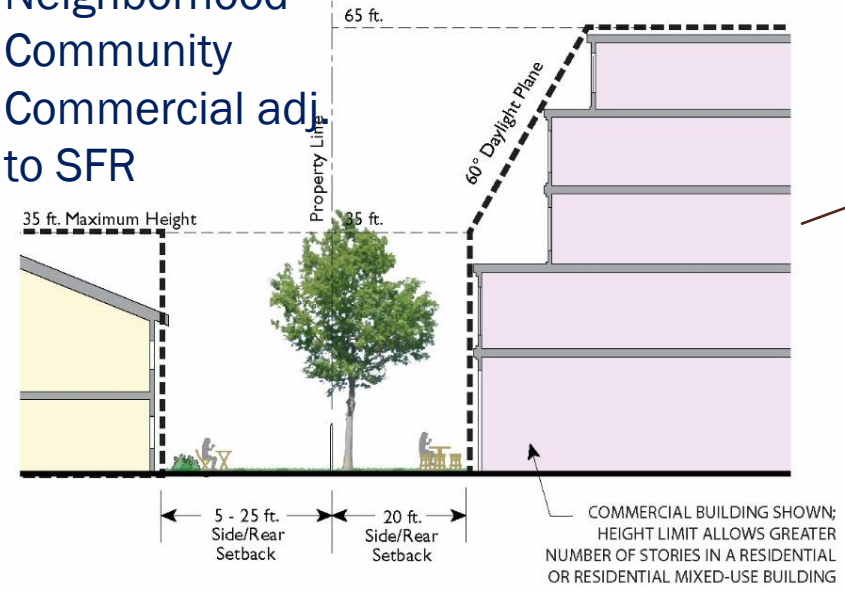
	Urban Village and Urban Village Commercial	Regional Comm., Neighborhood/ Community Comm. and Mixed Use Comm.	Urban Residential and Mixed Use Neighborhood
Front setback, non-residential ground floor use	0-10 ft.; building should be located at min. setback for 50% of street-facing building frontage, 80% within Gr. Fl. Commercial Overlay	Min 0 ft; building should be placed at minimum setback for 50% of street-facing building frontage, 80% within Ground Floor Commercial Overlay	
Front setback, residential ground floor use	5-12 ft. *(Urban Village only)*	5-12 ft. *(Mixed-Use Commercial only)*	Min. 5 ft.
Street side setback	0-10 ft.	Min. 0 ft.	Min 5 ft
Side setback	0 ft.; transition standards apply		Min. 5 ft.; transition standards apply
Rear setback	Min 10 ft.; transition standards apply		
Street wall along Winchester Blvd	Min. 3 stories; max. 4 stories. Fifth story and above must be stepped back a min. of 10 ft.		

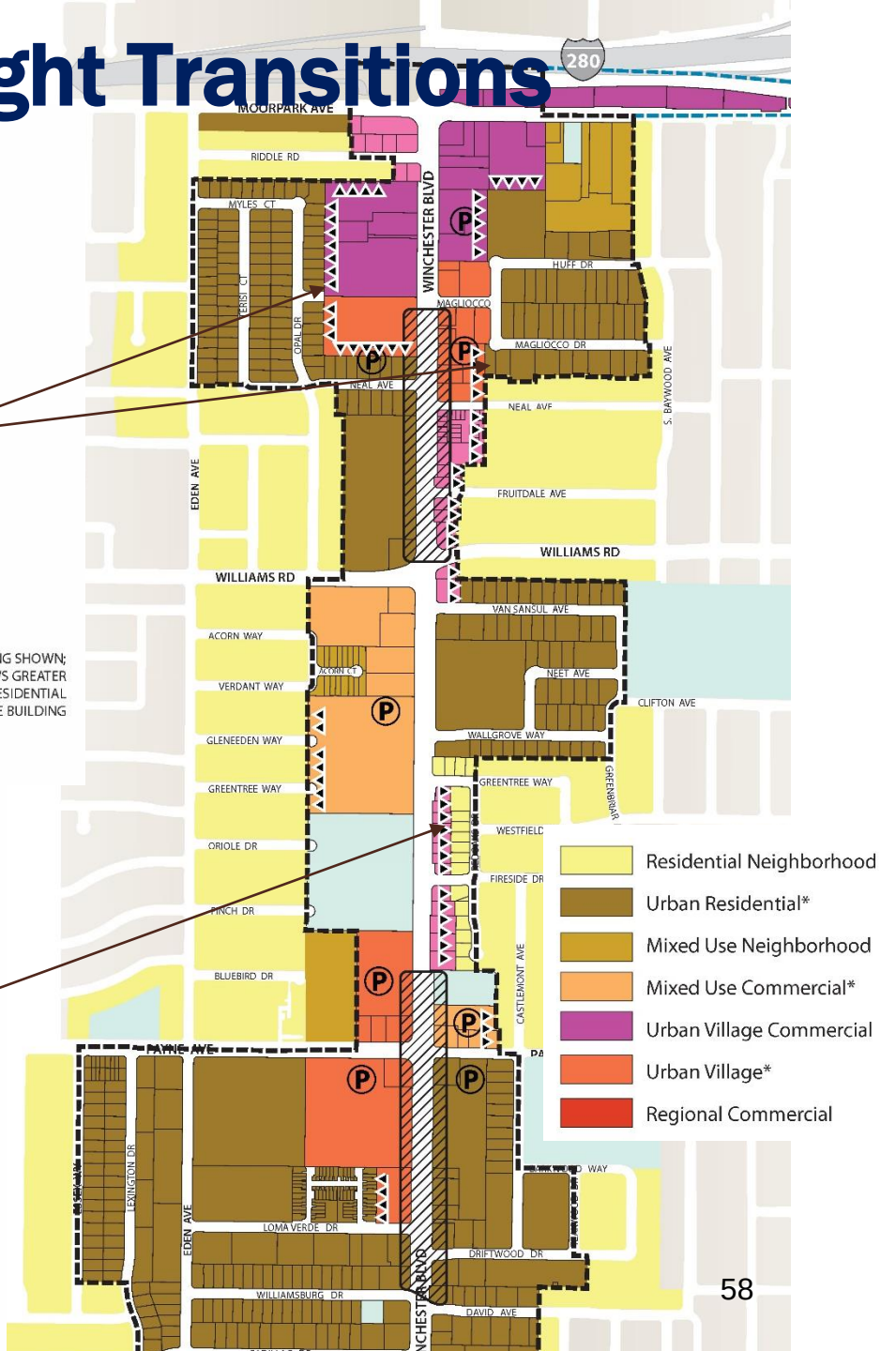
Winchester Blvd Height Transitions

Urban Village Commercial adj. to MFR

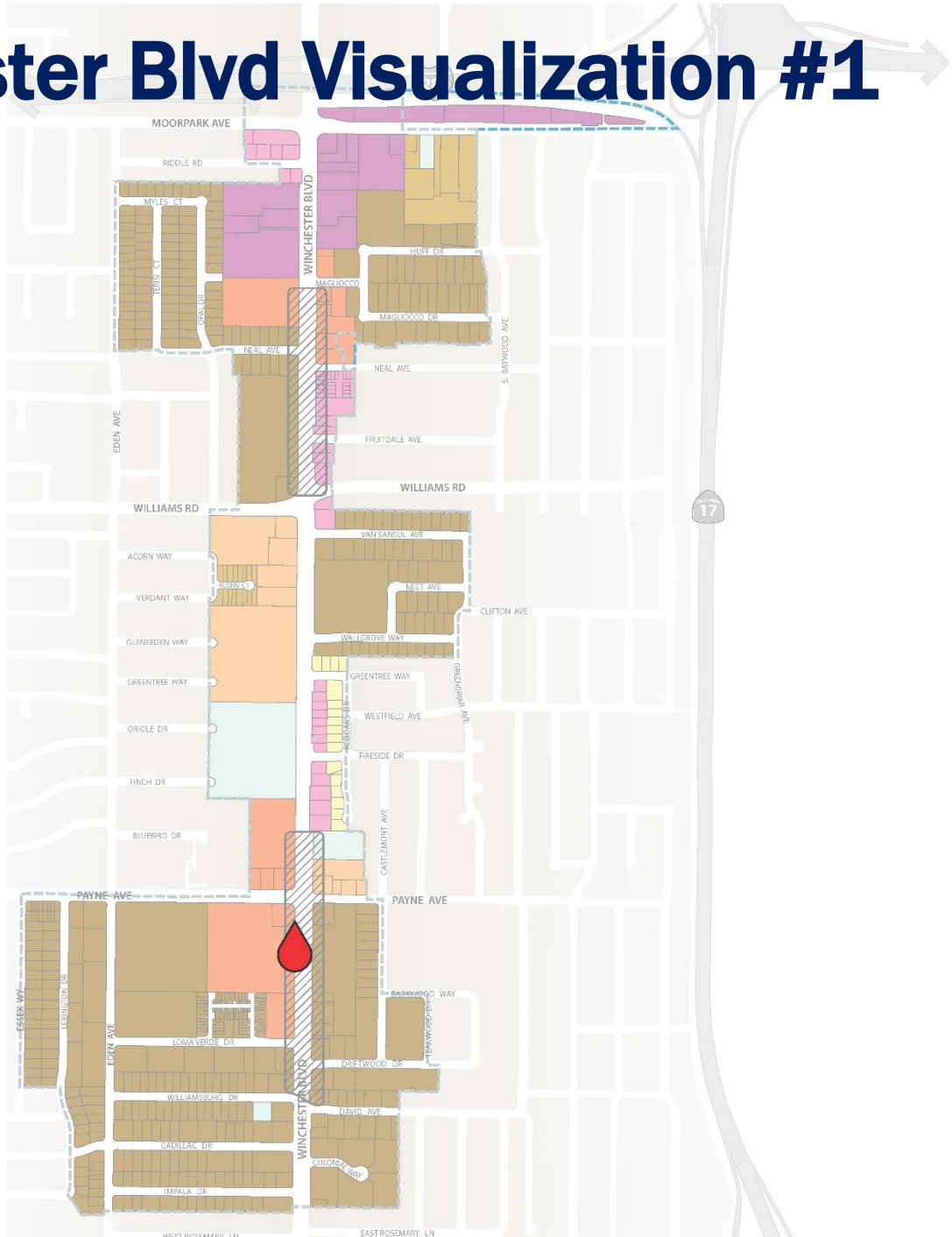


Neighborhood Community Commercial adj. to SFR





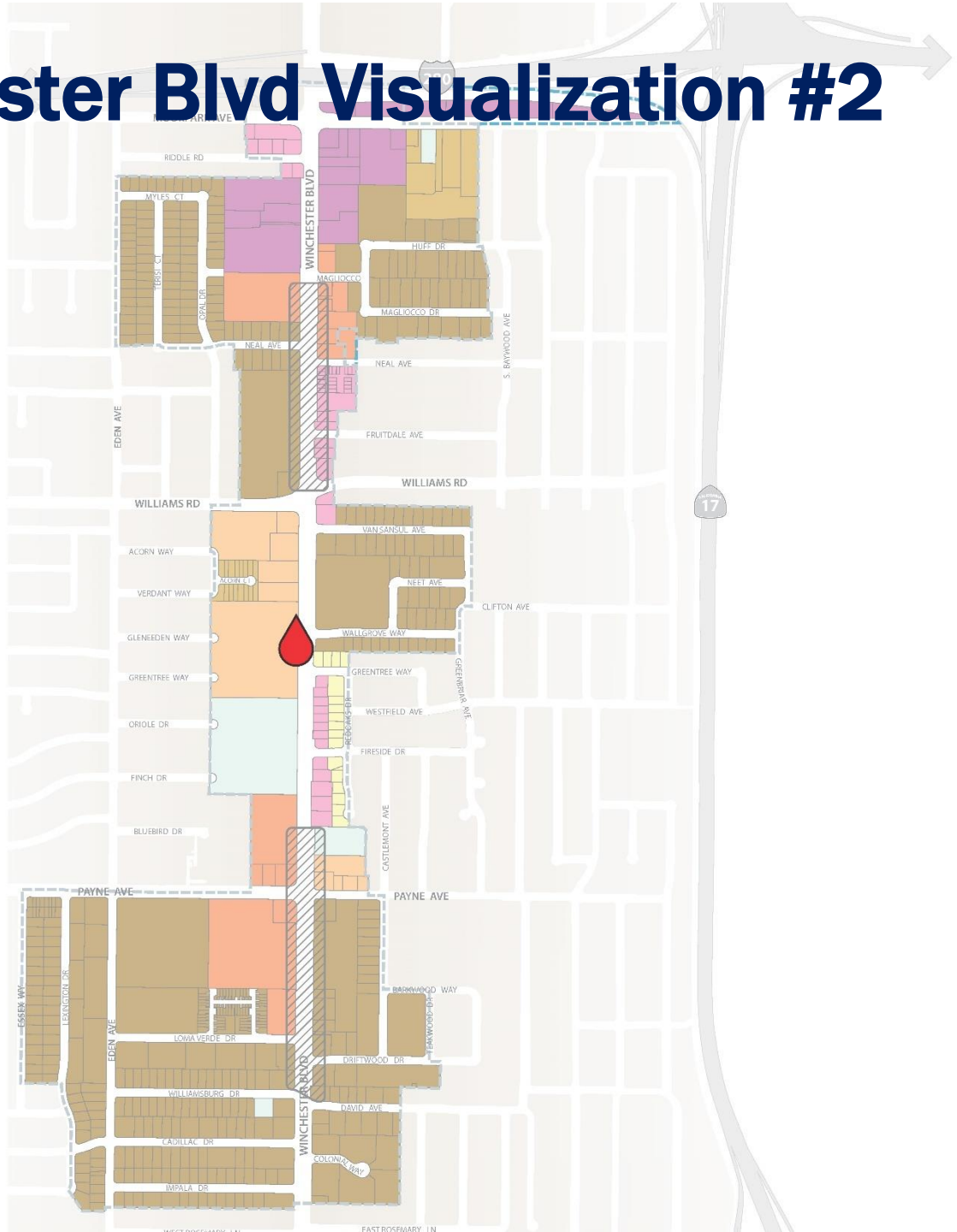
Winchester Blvd Visualization #1



Winchester Blvd Visualization #1 - Before

Winchester Blvd Visualization #1 - After

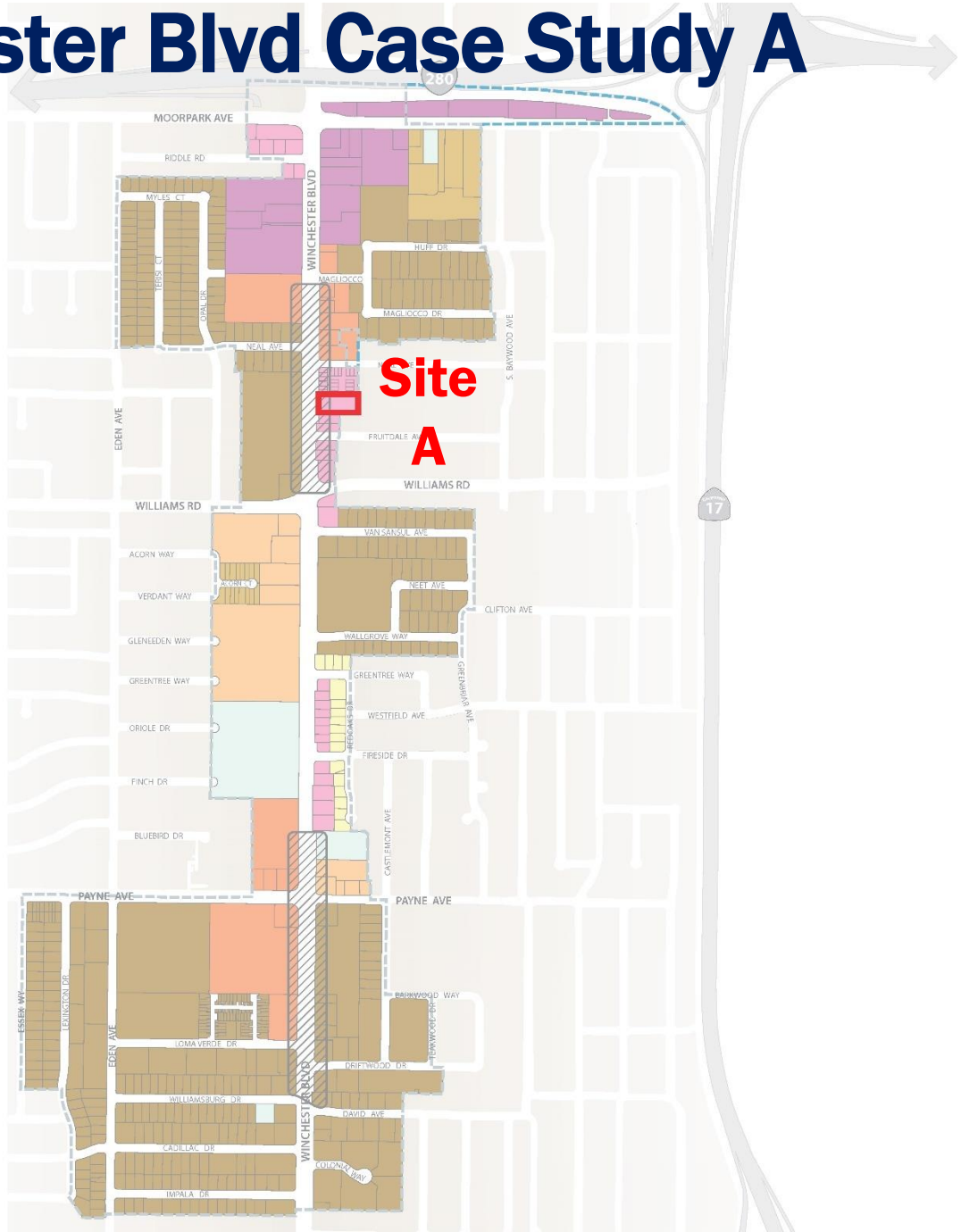
Winchester Blvd Visualization #2



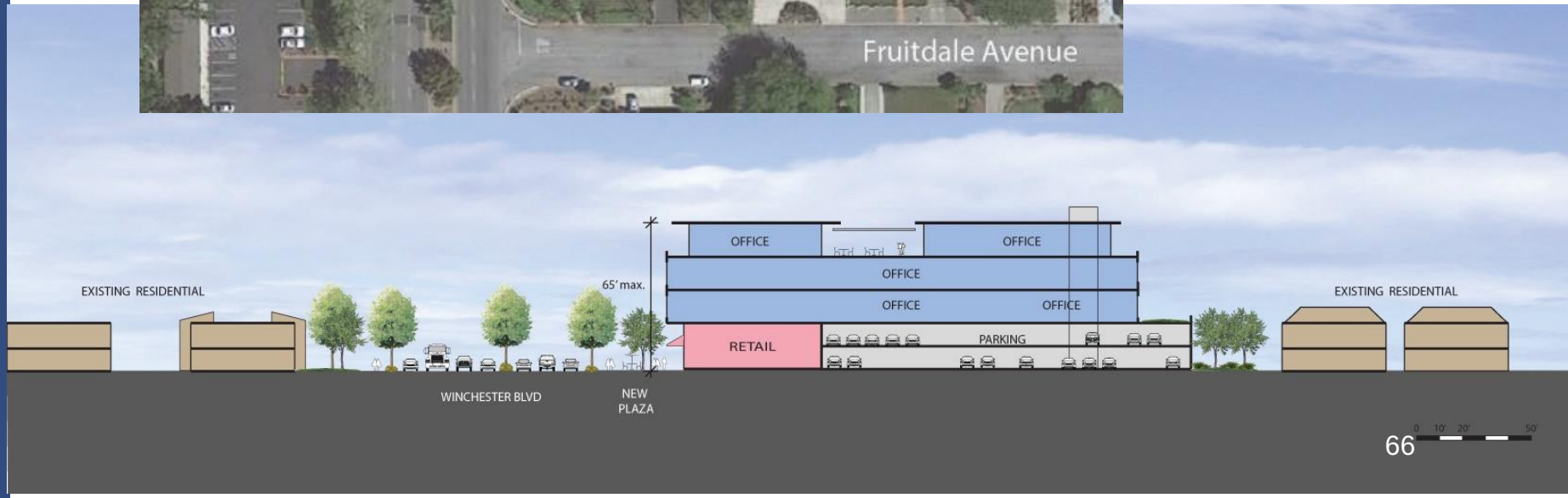
Winchester Blvd Visualization #2 - Before

Winchester Blvd Visualization #2 - After

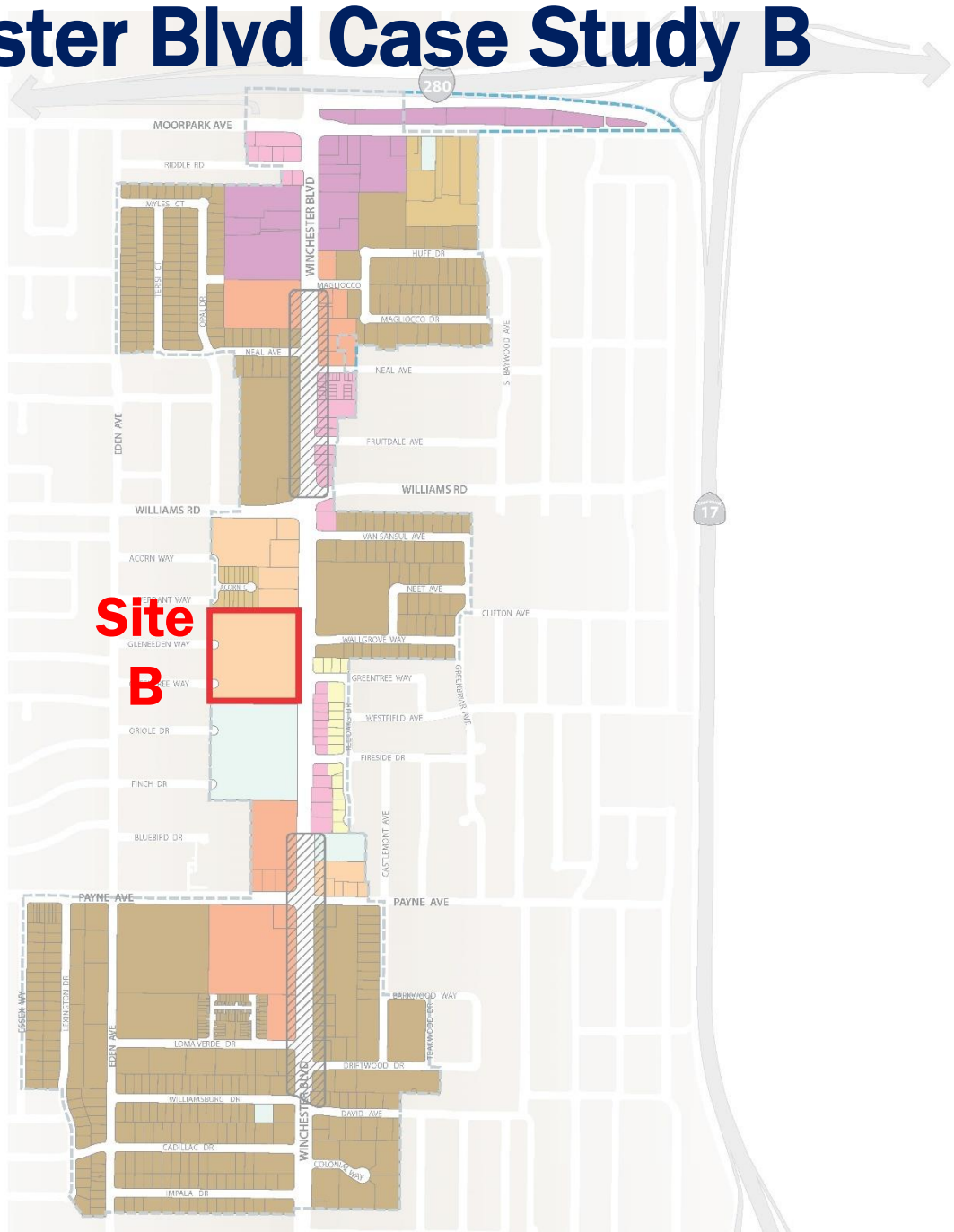
Winchester Blvd Case Study A



Winchester Blvd Case Study A



Winchester Blvd Case Study B



Winchester Blvd Case Study B

Building and Site Design

Site Planning

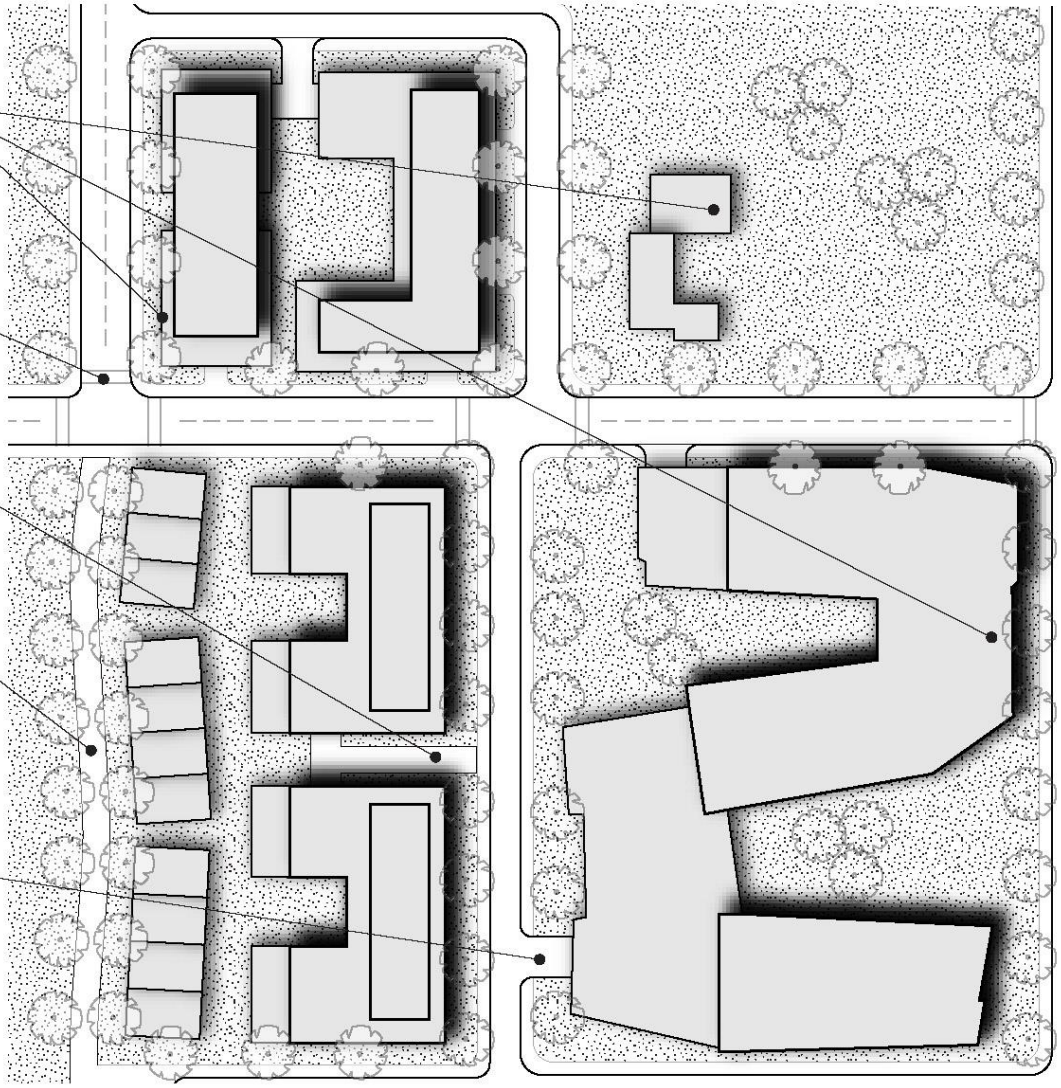
Buildings oriented to public right-of-way, pedestrian connections, parks, or plazas

Mid-block crossing provided at least every 300 ft

Mid-block pathways should be no less than 20 ft wide

Secondary building entrance shall access Green Connections, pedestrian pathways, and side streets

For corner parcels facing Winchester Boulevard, automobile access shall be from side streets



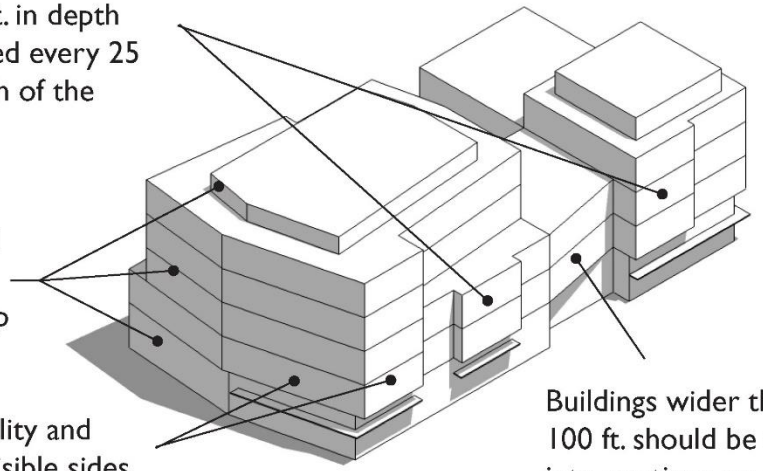
Building and Site Design

Building Design

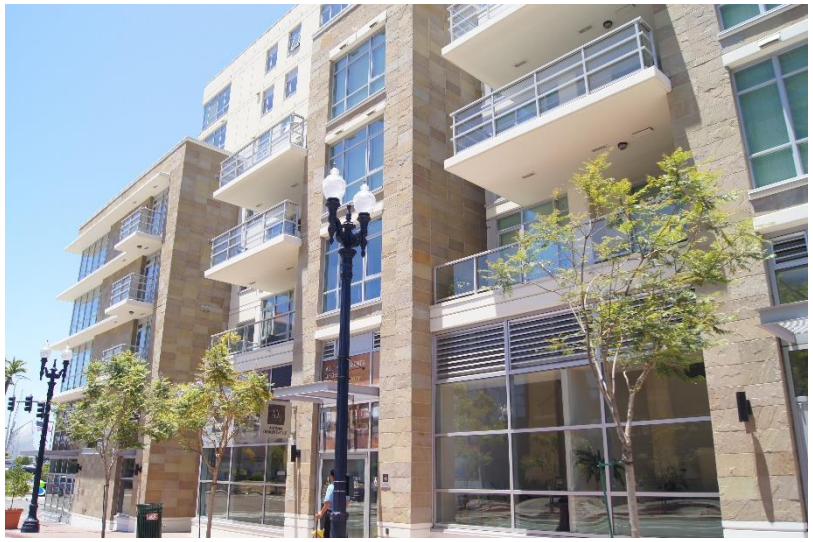
Vertical projections at least two stories high and 4 ft. in depth shall be incorporated every 25 feet along the length of the building facade

Building design shall incorporate a base, mid-section, and top

Maintain façade quality and articulation on all visible sides

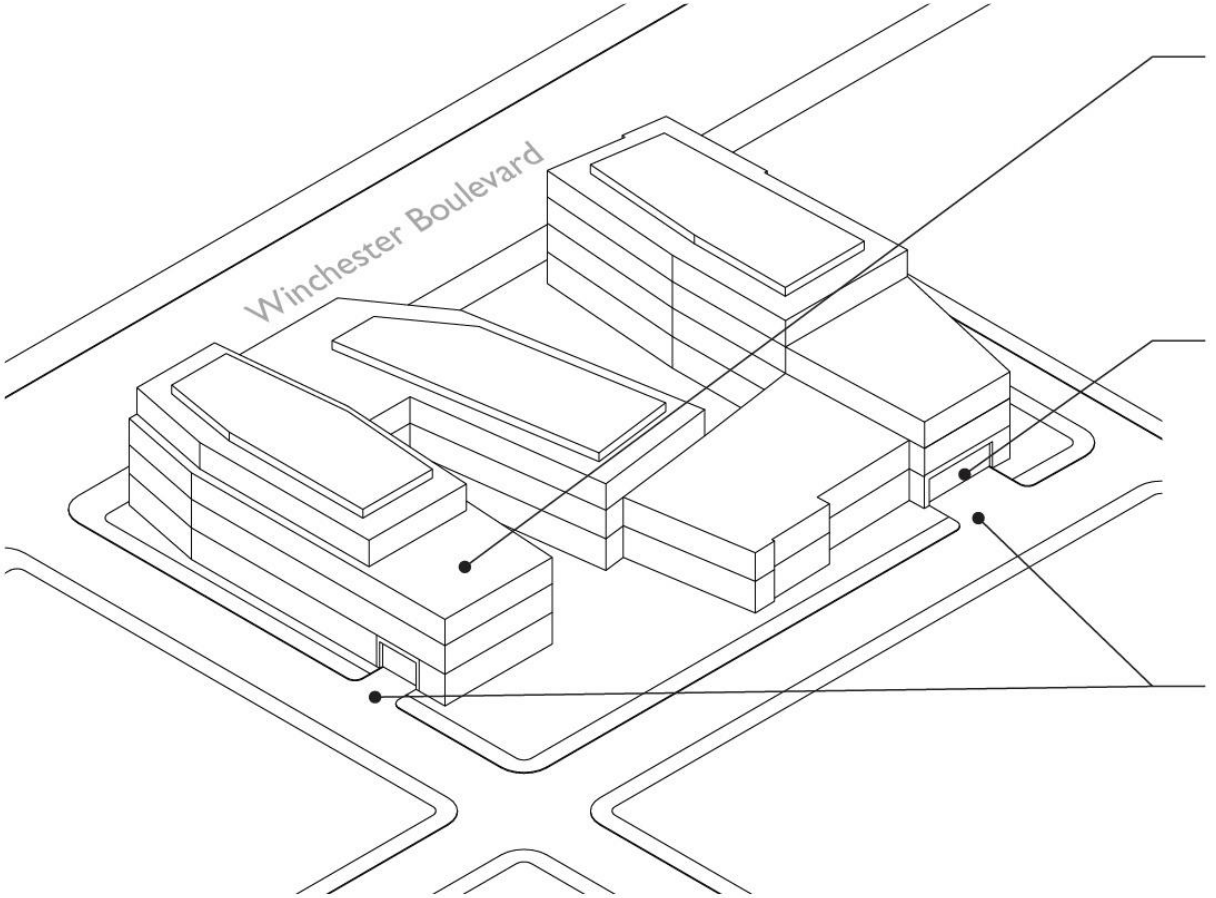


Buildings wider than 100 ft. should be visually articulated into portions no wider than 50 ft.



Building and Site Design

Parking, Loading, and Access



Parking structures shall not be visible from Winchester Boulevard.

Loading and service areas shall be located at the rear of a property, in structures, or in the interior of blocks.

Entrances to loading and service areas shall be from side streets or alleys where possible.

Winchester Boulevard and Santana Row/Valley Fair Urban Villages

Winchester Advisory Group Meeting #19

January 25, 2017

6:30 pm